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☐ GENERAL PLAN ☐

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AMENDMENTS TO THE GENERAL PLAN

ADOPTED BETWEEN
AUGUST 1997 AND JUNE 1998

PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

FOREWORD

This publication contains all amendments to the General Plan adopted between September 1, 1997 and June 1, 1998. The amendments are presented as adopted, with the Planning Commission Resolution and Exhibits showing the actual text and/or map amendments.

This compilation is available for a charge of \$ 2.00 and will complement the previously purchased "Amendments to the Master Plan adopted between September 1988 and December 1996." The complete compilation of amendments adopted between September 1988 and July 1997 is a set of copies of **all amendments** in chronological order and an index cross-referencing the amendments by General Plan Element or Area Plan. This document is available for purchase for \$ 15.

The General Plan was last published in September 1988 in a consistent letter-size format. That publication included all amendments adopted prior to September 1988. Subsequent major amendments, new Elements or Area Plans, including the Residence Element, Transportation Element, Community Safety Element, Arts Element, Air Quality Element, Mission Bay Plan, Central Waterfront Plan, Van Ness Plan, South Bayshore Plan, South of Market Plan and Northeastern Waterfront Plan, were printed separately after 1988. Program documents are generally not sold with General Plan elements or area plans and should be requested separately. All these documents are available for purchase at the Planning Department. Future amendments to the General Plan will be periodically published. Due to budget constraints, the Planning Department is presently not able to reprint the entire General Plan in a form incorporating all text and map amendments.

If you have any questions regarding General Plan Amendments please call Catherine Bauman of the Planning Department at 558-6287.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMERCE AND INDUSTRY ELEMENT	6-29-1978, R 8001, EE77.100	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Policies 3, 4, and 5 under Industry Objective 4, p. I.2.13; Map 1 Generalized Commercial and Industrial Land Use Plan, p. I.2.5; Map 2 Generalized Commercial and Industrial Density Plan, p. I.2.6; Map 3 Areas under Study, p. I.2.7; Map 4 Residential Service Areas of Neighborhood Commercial Districts, p. I.2.8; and Map 5 Generalized Neighborhood Commercial Land Use and Density Plan, p. I.2.9. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by : amending Map 2 Generalized Commercial and Industrial Land Use Plan, p.I.2.6, by adding a notation for the “Candlestick Point Special Use District, see applicable Planning Code Provisions“; ■ CPC: 10-16-1997, R14467-8, 96.301M, BoS: 1-5-1998, O26-98, 271-97-10.2. Adopting revisions to establish conformity with the Port’s Waterfront Land Use Plan. Amend text under Policy 3 under Objective 1, p.I.2.4, amend text under Objective 5, p.I.2.4, amend text under Policies 1-5, 7-8, and 11 under Objective 5, p.I.2.16-19, amend Policy 6 under Objective 5, p.I.2.17, amend text under Objective 8, p.I.2.41, amend text under Policy 3 under Objective 8, p.I.2.42.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS	7-9-1987, R 11065, 87.223M	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 3-14-1991, R 13038, 88.113M, Adopting amendments removing the designation of "Acquire for or convert to Public Open Space" for Lot 2 of Block 5407 on Map 4 Citywide Recreation and Open Space Plan, p. I.3.18. ■ 8-15-1991, R 13149, 91.101M, Adopting amendments re: Natural Areas: deleting the text Natural Areas under Policy 2 under Objective 2, p. I.3.13; amending Policy 7 under Objective 2, p. I.3.17; and adding Policy 13 under Objective 2, p. I.3.23. ■ 10- 1-1992, R 13411, 91.548M, Adopting amendments re: Trails: amending Policy 3 under Regional Objective 1, p. I.3.4; Policy 8 under Citywide Objective 2, p. I.3.19; Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; Map 5 Western Shoreline Plan, p. I.3.30; Map 6 Northwestern Shoreline Plan, p. I.3.32; Map 7 Northeastern Shoreline Plan, p. I.3.34; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-15-1993, R 13506, 93.159M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 4 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-28-1994, R 13676, 94.118M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 3 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space. ■ 5-4-1995, R 13868, 95.120M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 3 sites to and deleting one site from Proposed Public Open Space, Acquire for or convert to Public Open Space. ■ 9-28-1995, R 13963, 95.400M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding one site to Proposed Public Open Space, Acquire for or convert to Public Open Space (Bayview Hill). ■ 4-25-1996, R 14103, 96.076M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, and Map 8 Neighborhood Open Space Improvement Priority Plan by adding 4 sites to and deleting one site from Proposed Public Open Space, Acquire for or convert to Public Open Space.

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on next page)

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RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS (continued from previous page) (Continued on next page)		■ 6-27-1996, R 14146, 96.260M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, and Map 8 Neighborhood Open Space Improvement Priority Plan by removing one site from Proposed Public Open Space, Acquire for or convert to Public Open Space (Vermont Street); ■ CPC: 9-19-1996, R 14194, 96.315M; BoS: 11-15-1997, R1028-96, 71-96-3. Adopting amendments for the Mid-Embarcadero and Terminal Separator Structure Replacement Project: amending Policy 5 under Objective 3, p.I.3.37. ■ CPC: 1-23-1997, R14288, 96.654M; BoS: 2-18-1997, R165-97, 271-97-1.1. Amending Map 4 Citywide Recreation and Open Space Plan by adding one site on Block 3754 Lot 16, Bessie Carmichael School, to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space". ■ CPC: 5-1-1997, R 14363, 97.118M; BoS: 6-2-1997,R565-97,271-97-4. Amending Map 4 Citywide Recreation and Open Space Plan by adding two sites, Edgehill Mountain Open Space Extension and Esprit Park, to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space". ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by : amending Map 1 Public Ownership of Existing open Space, p.I.3.8, by showing the area within the Candlestick Point Special Use District as property owned by "Other City Departments" instead of "Recreation and Park Department"; amending Map 2 Public Open Space Service Areas, p.I.3.11, by deleting all property within the Candlestick Point Special Use District from the designation "Existing Public Open Space"; amending Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, by deleting all property within the Candlestick Point Special Use District from the designation "Existing Public Open Space"; amending Map 8 Eastern Shoreline Plan, p.I.3.36, by deleting all property within the Candlestick Point Special Use District from the designation "Public Open Space"; amending Map 9 Neighborhood Recreation and Open Space Improvement Priority Plan, p.I.3.47, by deleting all property within the Candlestick Point Special Use District from the designation "Public Recreation & Open Space".

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS (continued from previous page)		■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Policy 3 under Objective 2, p.I.3.14, text under policy; Objective 3, p.I.3.25, text under Objective; Policy 1 under Objective 3, text of Restricted Land Uses and Urban Design, p.I.3.25; Policy 5 under Objective 3, text of South Beach Small Boat Harbor and Park, p.I.3.37. ■ CPC: 7-24-1997, R 14427, 96.332M, BoS: 8-18-1997, R802-97, 271-97-8. Amending the Recreation and Open Space Element by amending Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, by adding a site at the northwest corner of Turk and Hyde Streets to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space" and deleting a site at the northeast corner of Turk and Hyde Streets from the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space". ■ CPC: 7-24-1997, R 14429, 96.351M, BoS: 8-18-1997, R802-97, 271-97-8. Amending the Recreation and Open Space Element by amending Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, by adding a site at 23rd and Treat Streets to the category "Proposed Public Open Space , Acquire for or Convert to Public Open Space". ■ CPC: 10-16-1997, R14467-8, 96.301M, BoS: 1-5-1998, O26-98, 271-97-10.2. Adopting revisions to establish conformity with the Port's Waterfront Land Use Plan. Amend text under Policy 2 under Objective 2, p.I.3.10, 12 and 13, amend text under Policy 3 under Objective 2, p.I.3.14, amend text under Policy 6 under Objective 2, p.I.3.17, amend text under Policy 8 under Objective 2, p.I.3.19 and 19a, amend text under Objective 3, p.I.3.25, amend text under Policies 1, 2, 4 and 5 under Objective 3, p.I.3.25-40, amend Policy 3 under Objective 3, p.I.3.28, amend Map 4 Citywide Recreation and Open Space Plan, p.I.3.18, amend Map 7 Northeastern Shoreline, p.I.3.34.
TRANSPORTATION ELEMENT	4-27-1972, R 6834	■ 7-6-1995, R 13907, 94.611M, Adopting a thorough revision of the Transportation Element. * <i>The two previous amendments are integrated in the revised Transportation Element.</i>

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URBAN DESIGN ELEMENT	8-26-1971, R 6745	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Plan for Street Landscaping and Lighting, p. I.5.13; Map 3 Where Streets are most Important as Sources of Light, Air and Open Space, p. I.5.18; Map 4 Urban Design Guidelines for Height of Buildings, p. I. 5.34; and Map 5 Urban Design Guidelines for Bulk of Buildings, p. I. 5.35. ■ 7-20-1995, R 13917, 89.120M, Adopting amendments related to the adoption of a thorough revision of the South Bayshore Plan: amending Map 4 Urban Design Guidelines for Height of Buildings, p. I. 5.34, removing designation for 89-160 ft on Third Street west of Hunters Point Hill; and Map 5 Urban Design Guidelines for Bulk of Buildings, p. I. 5.35, removing bulk regulation on Third Street west of Hunters Point. ■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Policy 9 under Objective 2, text under b(3), p. I.5.26; Fundamental Principles for Major Development 1D, Page I.5.29; Map 4 Urban Design Guidelines for Height of Buildings, p.I.5.34, replacing the 0-40 ft designation with a 89-160 ft designation. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by amending Map 4 Urban Design Guidelines for the Height of Buildings, p.I.5.34, by adding a notation "Candlestick Point Special Use District; see applicable Planning Code Provisions".
ENVIRONMENTAL PROTECTION ELEMENT	5-24-1973, R 7020 Conservation 9-19-1974, R 7244 Transportation Noise 6-3-1982, R 9409 Energy	■ 8-17-1995, R 13941, 95.117M, Adopting amendments relating to Hazardous Waste Management: amending the Introduction, p. I.6.1; and adding Hazardous Waste section including Objectives 19 through 22 with Policies following p. I.6.32.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMUNITY FACILITIES ELEMENT	10-9-1952, R 4099 Fire Facilities 4-30-1953, R 4149 Library Facilities 5-12-1960, R 5264 Public Health Centers 8-29-1974, R 7233, Police Facilities 1-20-1977, R 7646, 76.383, Neighborhood Center Facilities 12-17-1987, R 11238, 87.733M Educational Facilities, Institutional Facilities, Wastewater Facilities, Solid Waste Facilities	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 5 Waste Water And Solid Waste Facilities Plan, p. I 7.23; and Map 6 Public Schools Facilities Plan, p. I.7.20.
COMMUNITY SAFETY ELEMENT	9-12-1974, R 7241	■CPC: 4-24-1997, R14354, 95.679M; BoS: 8-15-1997, R758-97, 271-97-6. Adoption of the thoroughly revised Community Safety Element
ARTS ELEMENT	5-30-1991, R 13088, 91.171M	
AIR QUALITY ELEMENT	CPC: 7-17-1997, R14421, 94.156M BoS: 9-15-1997, R856-97, 271-97-9.1	Adoption of a new Element

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
DOWNTOWN PLAN	11-29-1984, R 10163, 83.510M	■ 10-12-1989, R 11769, 88.374M, Adopting boundary adjustment by deleting Lots 10, 11, 12 13, 14, and 15 in Block 347 from the Downtown area (C-3-G) and adding them to the North of Market Special Use District ■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 7 under Objective 17, p.II.1.39, deleting Map 6 Transportation Plan, p. II.1.43; ■ 7-13-1995, R 13909, 95.258M, Adopting amendments incorporating Policies of the Downtown Streetscape Plan: Amending Objective 22 and Policies 1,2, and 3 under Objective 22, p.II.1.46; deleting Map 7: Proposed Pedestrian Network: Downtown District and replacing it with a new Map 7: Downtown Pedestrian Network, p.II.1.47; replacing Figure 5: Pedestrian Improvement Standards and Guidelines with a new Figure 5 with the same title, p.II.1.48-50; adding Policy 6 under Objective 22, p.II.1.51; amending Box: Pedestrian Network Classification of Elements, P.II.1.51; adding Fundamental Principles for Downtown Pedestrian Network adding Figure 6: Proposed Downtown Pedestrian Network Improvements. ■ CPC: 3-6-1997, R 14324, 96.758M; BoS: 3-17-1997, R278-97, 271-97-2. Adopting amendments related to amendments to the Rincon Point South Beach Redevelopment Plan related to the Gap Building on Block 3741 lot 33 by: amending Map 1 Downtown Land Use and Density Plan, p. II.1.9.
CHINATOWN PLAN	2-19-1987, R 10929, 86.705M	■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 4 under Objective 7, p. II.2.12.
RINCON HILL PLAN	7-18-1985, R 10378, 82.39M	■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element and deleting references to intercept parking: Amending the Introduction, p.II.3.2, deleting subsection 5 under Objective 20, p.II.3.12, amending Objective 25, p.II.3.12, amending Map 5 by deleting shaded area and "5" in map and 5 with text in legend of map, p.II.3.13, deleting text "Intercept Commuter Parking" under Objective 26, p.II.3.17.

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CIVIC CENTER PLAN	7-25-1974, R 7216	■ 10-12-1989, R 11769, 88.374M, Adopting amendments related to Housing: Amending the Summary of Objectives and Policies by adding Objective 4, Policies 1 and 2, p. II.4.iii; amending the Introduction, p. II.4.2; and adding Objective 4 and Policies 1 and 2, p. II.4.5; ■ CPC: 7-25-1996, R 14165, 96.303M, BoS: 10-21-1996, R980-96,271-96-2. Adopting amendments re: Fulton Street Mall Design Guidelines; amending Policy 3 under Objective 1, p.II.4.3;
VAN NESS AVENUE PLAN	3-24-1988, R 11301, 87.586M	■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element: Deleting Policy 7 under Objective 9, p.II.5.13.
WESTERN SHORELINE PLAN	4-18-1985, R 10289, 85.64M	
NORTHEASTERN WATERFRONT PLAN	1-19-1977, R 7643	■ 3-01-1990, R 11882, 89.571M, Adopting amendments related to the Waterfront Transportation Projects: amending Policy 9 Recreation and Open Space under Objective 7, p. II.7.11; amending Policies 3 and 5 Transportation under Objective 9, p. II.7.13; amending Policy 11 Urban Design under Objective 10, p. II.7.15; amending Policy 4 Ferry Building under Objective 25, p. II.7.28; amending Policy 2 Embarcadero Roadway under Objective 27, p. II.7.38; amending Policy 1 Freight Rail Line under Objective 27, p. II.7.40; and deleting Policies 2, 3, and 4 Freight Rail Line under Objective 27, p. II.7.40; amending Policy 5 Freight Rail Line under Objective 27, p. II.7.40; and amending Policies 1, 2 and 3 Transit under Objective 27, p. II.7.42. ■ 8-22-1991, R 13159, 90.088M, Adopting amendments related to revisions to Rincon Point/South Beach Redevelopment Plan: Amending Map 3 Proposed Height and Bulk Districts, p. II.7.17; Map 4 Ferry Building Area, p. II.7.24; Policy 1 Hills Brothers Coffee under Objective 25, p. II.7.32; Policies 1 and 2 Block 3741 under Objective 25, p. II.7.32; Map 5 North China Basin Area, p. II.7.33; Policy 1 Residential Neighborhoods under Objective 26, p. II.7.36; and Policies 1 and 2 Walkways and Open Space under Objective 26, p. II.7.37,

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NORTHEASTERN WATERFRONT PLAN (continued from previous page) (Continued on next page)	1-19-1977, R 7643	■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element by deleting policies regarding the Embarcadero Freeway and intercept parking: Deleting Policy 9 under Objective 8, p.II.7.12; amending Policy 1 under Objective 9, p.II.7.13; amending Policy 5 under Objective 9, p.II.7.13; amending Policy 13 under Objective 10, p.II.7.15; deleting Policy 26 under Objective 10, p.II.7.16; amending Objective 27 Embarcadero Corridor, p.II.7.38; deleting Policy 1 and 2 Embarcadero Freeway under Objective 27, p.II.7.38 and 40; deleting Policy 1 Freight Rail Line under Objective 27, p.II.7.40; deleting Policy 2 Freight Rail Line under Objective 27, p.II.7.40; deleting Map 7 Parking Plan, p.II.7.41 deleting Policy 4 Transit under Objective 27, p. II.7.42; ■ CPC: 9-19-1996, R 14194, 96.315M; BoS: 11-15-1997, R1028-96, 71-96-3. Adopting amendments for the Mid-Embarcadero and Terminal Separator Structure Replacement Project: amending Policy 4 Ferry Building under Objective 25, p. II.7. 28, amending Policy 1 and 2 Embarcadero Roadway under Objective 27, p. II.7. 38, deleting Map 6 Transportation Plan p. II.7.39; ■ CPC: 11-21-1996, R 14240, 96.410M; BoS: 1-21-1997, R82-97, 271-96-4. Adopting amendments allowing general advertising signs on transit stations and public service kiosks constructed in conjunction with the public toilet program: amending Policy 8 under Objective 10, p.II. 7.14, amending Policy 29 under Objective 10, p.II.7.16, amending Policy 4 under Objective 11; p.II.7.19, ■ CPC: 3-6-1997, R 14324, 96.758M, BoS: 3-17-1997, R278-97, 271-97-2. Adopting amendments related to amendments to the Rincon Point South Beach Redevelopment Plan related to the Gap Building on Block 3741 lot 33 by: amending Map 4 Ferry Building Area Land Use Plan, p.II.7.24, amending Policy 1 for Block 3741 under Objective 25, p.II.7.32, deleting Policy 2 for Block 3741 under Objective 25, p.II.7.32.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
NORTHEASTERN WATERFRONT PLAN (continued from previous page)	1-19-1977, R 7643	■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Introduction, The Future of the Northeastern Waterfront Plan, North China Basin Area , p.I.7.5, by adding a paragraph about the voter approved ballpark; Policy 2 under Objective 3, p.II.8; adding a Policy 6 under Objective 5, p.II.7.9; Policy 1 under Objective 10, p.II.7.14; Policy 5 under Objective 10, p.II.7.14; Map 3 Proposed Height and bulk Districts, p.II.7.17, replacing the 40' designation with a 150-X designation for the ballpark site; Map 5 North China Basin Area Land Use Plan, p.II.7.33, replacing the "Maritime" designation with a "Ballpark" designation; Policy 2 Public Park under Objective 26, p.II.7.34; Policy 1 Streets, Walkways and Open Space under Objective 26, p.II.7.37; Policy 1 Pier 46B under Objective 26, p.II.7.38; Policy 1 Embarcadero Corridor under Objective 27, p.II.7.38; Glossary of Terms, p.II.7.43. ■ CPC: 7-10-1997, R14414, 97.344M; BoS: 8-11-1997, R760-97, 271-97-7. Adopting an amendment to Policy 4 under Objective 26 for Blocks 3766-3771 to increase the height of Block 3766 Lot 11 from 24 feet to 60 feet. ■ CPC: 10-16-1997, R14467-8-8, 96.301M, BoS: 1-5-1998, O26-98, 271-97-10.2. Adopting extensive revisions to establish conformity between the Northeastern Waterfront Plan and the Port's Waterfront Land Use Plan and amend boundaries. Many policies were revised and all maps were deleted and replaced with new maps.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
CENTRAL WATERFRONT PLAN including as Part 2 MISSION BAY PLAN	7-3-1980, R 8631	Street Building, p.3-79, amending text under Commerce and Industry, Guidelines, Parking, p.3-79, amending text under Commerce and Industry, Guidelines, Open Space, p.3-81, amending text under Policy 4 under Objective 32, p.3-111, amending text under Street Design Guidelines, General Intent, p.3-124. Amending Chapter 4 of the Mission Bay Plan: amending text under Guiding Principles for Plan Implementation, The Subdivision Map Process, p.8, amending text under Guiding Principles for Plan Implementation, The Sequence of Development, Infrastructure, p.15, adding to the text under Guiding Principles for Plan Implementation, Hazardous Materials Remediation, p.18 end of page, amending text of the Proposed Transportation Management Program for Mission Bay, p.36 □ CPC: 10-16-1997, R14467-8, 96.301M, BoS:1-5-1998, O26-98, 271-97-10.2. Adopting amendments to establish consistency with the Port's Waterfront Land Use Plan by amending the Introduction, amending Policies 2 and 3 under Objective 1, p. II.8.7, amending Policies 1, 2, and 3 under Objective 4, p.II.8.9, amending Policy 4 under Objective 7, p.II.8.10, amending Policies 1 and 3 under Objective 9, p.II.8.11, amending Objective 15 and Policy 2 under Objective 15 and adding Policy 3, p.II.8.15, amending Policies 1 and 3 under Objective 17, p.II.8.15, amending Policies 1 and 2 under Objective 19, p.II.8.16, amending Objective 20 and Policy 1 under Objective 20, p.II.8.16, deleting Policy 1 under Objective 21, p. II.8.16, amending Map 1, p.II.8.13.

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SOUTH BAYSHORE PLAN	2-19-1970, R 6486	■ 7-20-1995, R 13917, 89.120M, Adopting a thorough revision of the South Bayshore Plan. * <i>The previous amendments are integrated in the revised South Bayshore Plan.</i> ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by : amending Figure 3 Generalized Land Use and Density Plan, p.II.9.8, to designate the “Candlestick Point Special Use District”; amending Figure 4 Candlestick Point Perimeter Proposed Revitalization Area, p.II.9.10, to show that Stadium, Commercial, Parking and Open Space uses are permitted within the Candlestick Point Special Use District; adding a new Policy 7.4 concerning commercial development in the Candlestick Point Special Use District, p.II.9.32.
SOUTH OF MARKET PLAN	2-15-1990, R 11868, 88.354	■ 7-6-1995, R 13907, 94.611M, Adopting amendments related to the Transportation Element: Amending Policy 6 under Objective 5, p. II.10.17.

Adopted General Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and December 31, 1996 Date, Resolution or Motion Number, Case Number, Description of Amendment
LAND USE INDEX	12-17-1987, R 11238, 87.733M	■ 7-20-1995, R 13917, 89.120M, Adopting revisions related to the South Bayshore Plan: Revising the index for Housing Land Use Policies, South Bayshore Area Plan, p. III.1.2; revising the index for Commerce and Industry Policies, South Bayshore Area Plan, p. III.1.5; revising the map "Generalized Neighborhood Commercial Land Use and Density Plan", by adding a designation for a Small-Scale Neighborhood Commercial District to Innes Street east of Hawes Street, p.III.1.8; replacing the map "South Bayshore Plan" with a map "South Bayshore Generalized Land Use Plan", p. III.1.11; revising the index for Recreation and Open Space Policies, South Bayshore Area Plan, p. III.1.14; revising the index for Public Facilities Policies, South Bayshore Area Plan, p. III.1.16; revising the index for Population Density and Building Intensity Policies, South Bayshore Area Plan, p. III.1.25; amending the map "Urban Design Guidelines for Height of Buildings" by removing the designation 89-160 ft on Third Street west of Hunters Point Hill, p. III.1.29; amending the map "Urban Design Guidelines for Bulk of Buildings" by removing the bulk regulation designation on Third Street west of Hunters Point Hill, p. III.1.30; adding a map "San Francisco Executive Park: Urban Form Plan". ■ CPC: 6-26-1997, R 14400, 96.176M; BoS: 7-8-1997, O.277-97, 271-97-5. Adopting amendments related to the voter approved ballpark at Pier 46B: amending Map 4, Urban Design Guidelines for Height of Buildings, p.III.1.29, Map 5, North China Basin Area Land Use Plan, p.III.1.12. ■ 6-3-1997, Proposition F, Voter approved initiative permitting the construction and development of nonrecreational uses on park land within the Candlestick Point Special Use District by amending all maps and policies as related to amendments listed above for the Commerce and Industry Element, Recreation and Open Space Element, Urban Design Element, and the South Bayshore Plan.

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May 26, 1998

SAN FRANCISCO
PLANNING COMMISSION
RESOLUTION No. 14467

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco requires that the Planning Department periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan; and

WHEREAS, After the passage of Proposition H in November of 1990, the Port of San Francisco created a broadly-representative Waterfront Plan Advisory Board ("Advisory Board") to develop policies and recommend a land use plan for Port Commission consideration and adoption covering all property under the Port's jurisdiction, with maximum feasible public input; and

WHEREAS, The Advisory Board, after more than 100 meetings, provided a Draft Waterfront Land Use Plan ("Waterfront Plan") to the Port Commission in mid-1994, and the Port Commission held public hearings on the Draft Waterfront Plan. Port staff presented the Waterfront Plan to the Planning Commission in September 1994; and

WHEREAS, Beginning in January 1996, Planning Department staff worked with the Port and served on the Technical Advisory Committee to prepare the Waterfront Design and Access policies ("Design & Access") of the Waterfront Plan, containing goals, policies and criteria for urban design, public access, open space, and historic properties; and

WHEREAS, The Waterfront Plan includes (1) goals for a working waterfront, a revitalized Port, a diversity of activities and people, access along the waterfront, an evolving waterfront mindful of its past and future, urban design worthy of the waterfront setting, and economic access reflecting San Francisco's diversity; (2) general land use policies for maritime uses, open spaces and public access, residential uses, commercial uses, other uses, interim uses, and unacceptable non-maritime uses; and (3) subarea plans including objectives, acceptable land uses and development standards; and

WHEREAS, The Waterfront Plan calls for implementation through a legislative process including amendments to the San Francisco General Plan, Planning Code and Zoning Map, and through a site-specific development process including advisory groups comprised of community representatives and other qualified individuals for major projects; early discussions with the Planning Department and Bay Conservation and Development Commission during project feasibility analysis, and a joint interagency design review process to avoid reliance on sequential review by each agency having jurisdiction over the site; and

WHEREAS, The Planning Department participated in the waterfront planning process and worked with the Port jointly in preparing General Plan, Planning Code and Zoning Map amendments for public review; and

WHEREAS, The Planning Department prepared a Waterfront Land Use Plan Draft Environmental Impact Report ("DEIR"), which identified and analyzed the environmental effects of the project, and which was published for public review and comment on May 24, 1996, and filed with the State Office of Planning & Research under State Clearinghouse No. 94123007; and

WHEREAS, The DEIR was available for review and comment by interested citizens and public agencies for a period of 62 days, from May 24, 1996 to July 24, 1996; and

WHEREAS, On July 11, 1996, at a duly noticed public hearing, the Planning Commission received oral testimony regarding the DEIR; and

WHEREAS, The San Francisco Planning Department's Office of Environmental Review prepared written response to comments (the "Responses to Comments") received during the comment period on the DEIR, and at the public hearing on the DEIR submitted the Responses to Comments, errata and staff-initiated text changes to the DEIR (together referred to as the "Final Environmental Impact Report" or "FEIR"); and

WHEREAS, On January 9, 1997, at a duly noticed public hearing, the Planning Commission received oral testimony regarding the FEIR; and

WHEREAS, After considering public comment on the FEIR, the Planning Commission voted to certify the FEIR as having been completed in accordance with the California

Environmental Quality Act ("CEQA"); and

WHEREAS, The Planning Department prepared a Waterfront Land Use Plan EIR Addendum on October 9, 1997, and concluded that no important revisions are needed in the Waterfront Land Use Plan FEIR because no new significant impacts would result from differences in the amendments to the San Francisco General Plan, Planning Code and Zoning Map that are currently being proposed compared with those analyzed in the FEIR, and no further evaluation, or Supplemental or Subsequent EIR, is needed; and

WHEREAS, Project Environmental Impact Report files have been made available for public review by the Planning Commission and the public, and these files are part of the record before the Planning Commission; and

WHEREAS, The Planning Commission has reviewed and considered the information contained in the FEIR and its EIR Addendum; and

WHEREAS, The Waterfront Land Use Plan FEIR is a Program EIR, and subsequent specific land use or development projects will be subject to environmental review to determine whether additional analysis would be required in addition to that contained in the FEIR before a project can be approved; and

WHEREAS, The Planning Commission received informational presentations and held public hearings on the Design & Access Policies of the Waterfront Plan on June 5, 1997 and June 19, 1997; and

WHEREAS, The San Francisco Port Commission held public hearings on the Waterfront Land Use Plan and its Waterfront Design and Access policies on June 10, 1997, and on June 24, 1997, and by Resolution 97-50 adopted Findings pursuant to CEQA and adopted the Plan and its Design and Access policies; and

WHEREAS, The revised amendments to the General Plan were released on September 10, 1997; and

WHEREAS, The Planning Commission on September 25, 1997 by Resolution No. 14458

initiated amendments to the Northeastern Waterfront Plan, Central Waterfront Plan, Commerce & Industry Element, and Recreation and Open Space Element of the General Plan, pursuant to Planning Code Section 340; and

WHEREAS, The proposed amendments to the Northeastern Waterfront Plan, Central Waterfront Plan, Commerce & Industry Element, and Recreation & Open Space Element are consistent with the General Plan; and

WHEREAS, The Planning Commission believes that it is appropriate to amend the General Plan to update land use information and trends, to reflect the coordinated work between the Planning Department and Port in creating an updated vision for those portions of the waterfront under the Port's jurisdiction, and to achieve conformity in land use regulations governing Port property to foster implementation of the Waterfront Land Use Plan;

WHEREAS, The proposed amendments to the General Plan is consistent with the eight priority policies of Section 101.1 of the Planning Code in that:

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses, because Port properties generally include city-serving rather than neighborhood-serving uses. Depending on the actual development proposals that may occur in the future, there will be opportunities for employment in or ownership of small businesses that will serve neighboring areas as well as the city overall.
2. The project would have no adverse effect on the City's housing stock or on neighborhood character. Port properties developed with housing are within Rincon Point-South Beach Redevelopment Area and will continue to support housing uses. Housing has been identified as acceptable use for additional seawall lots, however, these are not actual development proposals. The Design and Access policies call for maintaining compatibility with adjacent neighborhoods.
3. The project would have no adverse effect on the City's supply of affordable housing. Port properties developed with housing in South Beach Area are proposed to continue in their existing use.

4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The Waterfront Land Use Plan emphasizes mixed use development not likely to have a high proportion of uses such as offices that generate large amounts of commuter traffic. The waterfront bordering on the downtown is well served by transit. The service to the South Beach area and the area at the base of Telegraph Hill will be improved once the F-Line and Muni Metro Extension which are now under construction are completed.

5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors. The Port's Waterfront Land Use Plan reserves the majority of the Port property for maritime industrial uses and accommodates service-oriented development throughout the waterfront that could provide opportunities for resident employment.

6. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. New development on the waterfront would meet current San Francisco Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake.

7. The project would have no effect on landmarks or historic buildings, because the Design and Access policies include provisions for the preservation of some historic resources and expressions of intent to further evaluate historic resources.

8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas. Rather, the Waterfront Land Use Plan proposes to add several parks and open spaces to the waterfront. The Design and Access policies call for places which receive maximum sun exposure, and for public access to include views of the waterfront, Bay, maritime activities and the city,

NOW, THEREFORE, BE IT RESOLVED, After reviewing the EIR Addendum prepared by the Planning Department, the Planning Commission finds that no new information of substantial importance has become available, no modification to the project has occurred that would require important revisions to the EIR, and no substantial changes have occurred with respect to the circumstances under which the project is undertaken, since the Planning

Commission certified the FEIR, therefore, there is no need to prepare a supplement to the FEIR or recirculate the EIR; and be it further

RESOLVED, That the Planning Commission hereby adopts the findings, as adopted by the Port Commission in adopting the Waterfront Land Use Plan and its Waterfront Design and Access policies, as set forth in Exhibit 1 (Hereafter "Findings") and the Mitigation Monitoring Program set forth as Exhibit 2 to this Resolution No. 14467, including findings with respect to the environmental mitigation measures identified in the FEIR, the project alternatives, the potential significant environmental effects of the project, as approved, and a statement of overriding considerations supporting the decision of the Port Commission to approve the Waterfront Land Use Plan and its Waterfront Design and Access policies, and the decision of the Planning Commission to approve the General Plan, Planning Code and Zoning Map amendments; and be it further

RESOLVED, That the Planning Commission, after balancing the significant adverse effects of the project on the environment as set forth in the Findings and the benefits of the project, concludes that the benefits of the project override the significant adverse effects based on the considerations stated in the Findings; and be it further

RESOLVED, That the Planning Commission reaffirms its prior action in Planning Commission Resolutions No. 14399 and 14417 adopting the "Ballpark Findings" pursuant to CEQA, with respect to the China Basin Ballpark Project, and incorporates by reference Planning Commission Resolutions No. 14399 and 14417, Port Commission Resolution No. 97-53 and Board of Supervisors Resolution No. 701-97, in Board of Supervisors File No. 262-97-1, together comprising the Findings for the China Basin Ballpark Project regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the China Basin Ballpark FEIR, including the statement of overriding considerations for approving the China Basin Ballpark notwithstanding potential significant project related and cumulative environmental impacts, which Findings for the China Basin Ballpark Project shall be considered collectively with the Findings adopted herein and attached hereto to the extent relevant for purposes of environmental review of future proposed projects along the waterfront; and be it further

RESOLVED, That the Planning Commission finds, from the facts presented, that the

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Resolution Adopting CEQA Findings and
Amendments to the Northeastern Waterfront Plan,
Central Waterfront Plan, Commerce & Industry
Element, and Recreation & Open Space Element of
the General Plan, Regarding the Port's Waterfront
Land Use Plan

Page No. 7

public necessity, convenience and welfare require amendments to the General Plan, pursuant to Planning Code Section 340, which would amend the Northeastern Waterfront Plan, Central Waterfront Plan, Commerce & Industry Element, and Recreation & Open Space Element; and be it further

RESOLVED, That the Planning Commission adopts the proposed amendments to the General Plan, as shown in Exhibits A-1, A-2, A-3 and A-4, respectively, and recommends them to the Board of Supervisors for approval; and be it further

RESOLVED, That the Planning Commission hereby directs the Director of Planning to forward the General Plan amendments to the Board of Supervisors for its consideration.

I hereby certify that the foregoing was ADOPTED by the Planning Commission at its regular meeting of October 16, 1997.

Linda Avery
Administrative Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, and Mills

NOES: none

ABSENT: Martin

EXCUSED: Theoharis

ADOPTED: October 16, 1997

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ATTACHMENT A-1 to RESOLUTION 14467 details changes to the NORTHEASTERN WATERFRONT PLAN related to the port's WATERFRONT LAND USE PLAN. The NORTHEASTERN WATERFRONT PLAN has been reprinted in its entirety. This new printing, dated 1998, incorporates these changes.

Proposed Amendments to the Central Waterfront Plan, August 1997

CENTRAL WATERFRONT PLAN

(Notes: These amendments are proposed to make the Port's Waterfront Land Use Plan consistent with the San Francisco General Plan. This document contains excerpts from the Central Waterfront Plan which are affected by the proposed amendments, and thus the page numbers are not always in sequence. Proposed additions are double-underlined; proposed deletions are shown with strike-outs.)

The Central Waterfront Plan Part 1 was originally adopted by the Planning Commission on July 3, 1980 (Resolution 8631) and after the 1988 publication amended by Resolution 12040 on 9/27/1990 and Resolution 13709 on 7/6/1995. Throughout the text, amendments to the 1988 printed version are noted below the amended text.

INTRODUCTION

Scope and Organization

The geographic area covered in the Plan is comprised of a number of subareas shown on Map 1. The Plan begins with introductory material covering the purpose of the Plan, relation to the Master Plan and Background. The Plan is then divided into two parts. Part I contains general objectives and policies for the Showplace Square, Central Basin, North Potrero, Islais Creek and Lower Potrero subareas followed by specific objectives and policies for each subarea. Part 2 contains objectives and policies for the Mission Bay subarea. This part is separately published as the Mission Bay Plan. It has been organized to qualify as a Specific Plan pursuant to state law and is the subject of a development agreement between the City and County of San Francisco and Catellus Development Corporation.

(Added by Resolution 12040, 9/27/1990)

Purpose

The purpose of this Area Plan is to guide the future development of the Central Waterfront in a manner serving the varying needs and interests of San Francisco. The Plan establishes goals, objectives and policies providing direction for private and public investment in the area. It calls for development that will meet the City's pressing economic and employment needs without sacrificing environmental quality. The Plan is part of the San Francisco Master Plan and will set the official planning policies for the area.

The Central Waterfront Area Plan is designed for use by private enterprise, City government, and the general citizenry. By providing a consolidated statement on the future of the Central Waterfront, the Plan indicates to private enterprise what kind of development is being sought and what type of City support can be expected. The Plan presents a key coordinating tool for government programs involving capital projects and improvement proposals, and will also be used for evaluating any potential use of City-owned property. The Plan additionally conveys to the citizenry a statement of community needs and aspirations and of how the development of the Central Waterfront will assist in satisfying these.

Relation to the Master Plan

The updating and revision of the City's Master Plan as mandated by State law and the City Charter has resulted in the adoption of numerous plan elements. One of them, the Commerce and Industry Element, sets forth the planning principles to be applied in shaping the economic future of the City.

A critical issue addressed in the Commerce and Industry Element concerns the changing structure of the San Francisco economy. The once strong industrial component has declined and given way to the rapidly expanding office and commercial sectors. This structural shift in the local economy is mirrored in the changing composition of the labor force employed in the City.

Problems arising from this changing economic function of the City are becoming increasingly apparent. There is the danger stemming from over reliance on a limited number of economic sectors to provide jobs, especially during recessionary periods. The ability and speed with which resident workers can adjust to the job requirements of white collar employment remains uncertain. The daily influx of several hundred thousand commuters has adverse effects on air quality, traffic congestion, parking, and the demand for scarce public services. The character of San Francisco neighborhoods is also being altered. White collar professionals seeking living quarters have pushed up the price of housing and their spending patterns are leading to changes in the type of goods and services offered on neighborhood commercial streets.

The above factors were considered in arriving at the objectives in the Commerce and Industry element strongly favoring the diversification of San Francisco's economic base. The implementation program for the element calls for the preparation of industrial district improvement plans as a means of realizing these objectives. The Central Waterfront Area Plan represents a step toward fulfilling this task.

The Central Waterfront Area Plan emphasizes maritime and economic development policies, as well as housing policies, while at the same time establishing policies regarding transportation, recreation, commerce, and urban design and historic preservation. The formulation of these policies is based on the existing policies established in the various elements of the Comprehensive Plan.

(Amended by Resolution 12040, 9/27/1990)

Background

Description

The Central Waterfront covers the eastern shoreline of San Francisco between China Basin and Islais Creek and adjacent inland areas. The land area totals 900 acres or 1.4 square miles.

Industrial uses dominate the Central Waterfront; however, much of the industrial activity takes the form of low intensity distribution functions such as wholesaling and storage. Until recently, rail yards consumed approximately one-third of the land. Trucking and warehousing facilities are present on the rail property as part of the railroad's intermodal operations. Manufacturing activity is limited and generally declining, though several manufacturers remain healthy. Some industrial buildings have been salvaged through commercial reuse. A major design center ~~has~~ emerged in the northwest section of the area and ~~is being~~ was developed through the conversion of brick warehouses

to showrooms for interior design products.

(Amended by Resolution 12040, 9/27/1990)

The Port of San Francisco has jurisdiction over much of the shoreline of the Central Waterfront area. ~~Current~~ In the mid-1990's, industrial maritime activities within this area include: Pier 48 — Forest; Terminals Paper dock; Pier 50 — ship repair Port maintenance and repair operations break bulk general cargo dock; Pier 54 — cargo support services; Continental Maritime welding/ship repair facility; Pier 70 (Alvord Grant) — auto terminal and fuel dock; and Pier 80 — San Francisco Container Terminal North. and Pier 84 — general cargo dock. In association with these maritime operations, two major railroad holding yards existing — Santa Fe Railroad and Southern Pacific Railroad's Mission Bay Yard. These railroads served the Port, and other industries based in San Francisco. Freight rail to these and other industries and Port facilities is provided by Southern Union Pacific Railroad.

Also located along the shoreline within Port jurisdiction is the former Bethlehem Steel Shipyard. This yard, located at Pier 68, consists of a number of two dry docks for repairs of merchant commercial and military vessels, as well as "ship ways" for the construction of barges. In between Port properties, a large section of the shoreline is occupied by a power plant operated by P. G. and E.

(Amended by Resolution 12040, 9/27/1990)

The Central Waterfront area contains uses other than those involving industrial and port related maritime activities, such as boat clubs and small boat repair yards. A small residential neighborhood of several hundred inhabitants and supporting commercial uses is situated east of Potrero Hill and a houseboat community is berthed in China Basin Channel. Other commercial uses in the area cater to the needs of workers and businesses. Recreational opportunities are provided at China Basin Channel, Warm Water Cove, and Agua Vista Park and Islais Creek on the shoreline where public access points to the Bay have been established. A MUNI bus maintenance yard is also located in the area.

(Amended by Resolution 12040, 9/27/1990)

Access to the Central Waterfront is afforded through the close proximity of the freeway network and through local transit service and a commuter and freight railroad. Although it appears that access to the Central Waterfront might be adequate, the bus and rail service are infrequent. The lack of parking for trucks and automobiles and the poor condition of public streets and sidewalks also act as hindrances to the area's accessibility.

(Amended by Resolution 12040, 9/27/1990)

History

The Central Waterfront area exists today as a man-made landscape. Its natural appearance prior to the incorporation of the City and County of San Francisco has undergone a complete transformation. The creeks, marshes, waters and hills that dominated the area in 1850 have vanished in favor of flat lands and Bay fill. This transformation occurred early in the City's history and was accompanied by the development of industrial, maritime and residential uses.

The section of the Central Waterfront north of 16th Street, now used for industrial and railroad activities, covers the former site of Mission Bay and Mission Creek. The waters of Mission Bay included approximately 260 acres, and though shallow, were navigable by draft vessels. Mission Creek was the main drainage for the eastern slopes of Twin Peaks and adjacent areas and was lined with salt marshes where Bay tides intruded. The marshes surrounding Mission Bay and Mission Creek occupied an additional 330 acres and extended inland westward of Potrero Hill to what is now Twentieth and Harrison Streets.

Filling of the marshes commenced in the 1850's and was undertaken by individual lot owners and as part of the construction of toll roads that bridged Mission Bay. Southern Pacific railroad acquired the bulk of the Mission Bay property in 1868 and 1869 from the State of California and private owners. The railroad gradually filled Mission Bay during the later 19th and the early 20th centuries.

The filling of Mission Bay was aided by the action of the Atchison, Topeka and Santa Fe railroad in the China Basin area. As part of a lease condition from the State of California, the railroad in 1901 and 1902 reclaimed the tidelands and developed tracks and warehouse facilities. Only China Basin Channel was spared reclamation and remains today as a waterway.

Land use in the area was dominated by railroad activities, though other uses existed outside the railyards. To the west, where reclamation occurred earliest, brick warehouses were constructed as the area assumed an industrial character. On the waterfront, several finger piers were in active maritime use. One of these, Pier 50, is now the site of Mission Rock Terminal. With a capacity to berth six ships simultaneously, it was the largest pier on San Francisco Bay when completed in 1950.

The section of the Central Waterfront south of Central Basin to just north of Army Street was once a peninsula known as Potrero Point. The slopes of the peninsula extending from Potrero Hill rose to an altitude of 100 feet or more above the Bay. The area has been flattened and filled over the years to such an extent that no vestige of its former shape remains.

The deep water adjacent to Potrero Point created an excellent opportunity site for development. The earliest activities to locate there were shipbuilding, ship repair and gunpowder storage. The Tubbs Cordage Company was established in 1856 on a leveled site now occupied by MUNI's Woods Yard. Included in the project was a 1500 foot rope walk which extended into the Bay and probably served

a secondary purpose as a loading wharf. William Alvord received a grant of submerged property which he filled in order to construct the Pacific Rolling Mills in 1867. Pier 70 is now on this site. As fill increased, other industries located in the Potrero Point area. The San Francisco Gas Light Company commenced operations in 1872 and parts of it exist today in the present plant owned by the Pacific Gas and Electric Company. Other factories set up in this area included the California Poppy Soap Company, the Sea Island Sugar House, and the California Sugar Refinery.

The major leveling of hills on Potrero Point occurred in conjunction with the construction of the Union Iron Works in the 1880's. Though originally known for machinery production, the Union Iron Works was also active in the shipbuilding field. Its purchase in 1905 by Bethlehem Steel led to an expansion of its shipbuilding efforts. Ship production peaked during the two world wars and was augmented with repair and maintenance work during other times.

The decision by Western Pacific railroad to fill its property south of the Gas Works finalized the elimination of Potrero Point as a peninsula. The Potrero Point shoreline was thus united with that of Islais Creek Basin.

The urban transportation system of the 19th century would not allow the separation of residential from industrial land uses to the degree that prevails today. Workers required housing in close proximity to their places of employment. Homes, hotels and boarding houses were constructed in the Central Waterfront area as residences for workers. Irish Hill was once a prominent working class neighborhood in the area until it was demolished to accommodate Bethlehem shipyard expansion during World War II. With few exceptions, most residences were demolished over the decades. The remaining ones can be found in a neighborhood adjacent to 22nd Street along Tennessee Street near Eighteenth.

The section of the Central Waterfront from Twenty-fifth Street south to Islais Creek Channel developed most recently. Islais Creek originally drained the area stretching from Twin Peaks and Glen Park to Alimony Gap before flowing into San Francisco Bay. It still flows into San Francisco Bay, although its course today runs through a concrete aqueduct beneath Interstate 280.

Islais Creek and the marshes surrounding were viewed as a barrier to the southern development of San Francisco. Organized efforts for reclamation were unsuccessful until 1925, when the passage of State legislation enabled the creation of the Islais Creek Reclamation District. The District was successful in filling the marshes and tidelands, dredging Islais Creek, and including a turning basin at its western end to allow room for ship maneuvering.

Industrial development was generally delayed until after World War II. During the war the area was the site of temporary housing. Demolition occurred after the war and much of the area was subsequently developed as an industrial park with single story concrete buildings. South of Army Street, food and oil processing plants were developed.

The most recent filling of Islais Creek occurred during the construction of Pier 80, formerly the Army Street Ship Terminal. Financed by a bond issued approved by California voters in 1958, the terminal went into operation in 1967.

Land modification and Bay fill, both to accommodate the needs of economic activities, epitomize the historical development of the Central Waterfront. The recent history has taken a different turn. The establishment of the Bay Conservation and Development Commission, empowered to control activities on the Bay shoreline, has led to severe limitations on Bay filling. Changes in the locational economics of industry have resulted in firm closures and relocations. The area as of 1990, is suffering from economic deterioration with employment and production drastically reduced from former levels.

Conditions and Trends (1990's)

(Amended by Resolution 12040, 9/27/1990)

Key indicators of the general conditions in the Central Waterfront all declined during the last several decades. The data on trends in population, land use, and employment documents the magnitude of the decline. Projections for these indicators show a further decline, although the bright spots now appearing in the economy may suggest a more favorable future is attainable for the area.

The residential population of the Central Waterfront, which totaled 531 in 1970, increased slightly to 614 in 1980 and to 756 in 1990. The area is benefitting from private rehabilitation and the condition of the existing units appears to be improving.

The entire Central Waterfront area encompasses 903 acres. Of this total, Mission Bay covers 315 acres. The 130 acres in Showplace Square is used primarily for apparel and interior design wholesale, storage and showroom facilities. Data collected from a 1987 land use inventory indicates 482 acres in the Lower Potrero and waterfront areas of which 302 acres remain industrial, 18 acres are vacant, 58 acres in railroad easements under freeways and the remaining 108 acres are in a mix of uses.

With the proximity of the Central Waterfront to downtown, the general trend toward intensification of land use has begun. Much of the new construction has continued in the form of low intensity uses such as trucking depots and warehouses. The development of showrooms for interior design products in formerly vacant warehouses in the Showplace Square area represents a healthy economic trend. This is being augmented by the establishment of commercial service uses to support the showroom activities.

From 1965 to 1970, when citywide employment increased by 12 percent, employment in the Central Waterfront dropped by 22 percent from 16,304 to 12,557 jobs. Major declines were registered in

manufacturing and wholesale trade with transportation showing a smaller decline. Minor employment gains occurred in construction and commercial activities. The area has suffered additional employment losses since 1970 with the closing and relocating of firms in the metals products and ship repair industries. 1980 census data shows 11,004 persons employed in the Central Waterfront area. Of these, a significant portion (3,512) were employed in manufacturing jobs. This overall decline in jobs continued through 1985. (Currently In the mid-1990's about 600 650 people are employed on the piers in water-dependent industries in this area. One facility accounts for about 70% of this total.

Two exceptions to the decline in manufacturing employment are the apparel industry and the wholesale interior design industry. Numerous firms in each field have recently located in the area. Increases in construction employment are due to the area's use for the storage of construction supplies. Though new trucking, warehousing, and wholesale trade facilities have been constructed, potential net employment gains have been offset by closures and relocations of older firms and other losses of employment due to technological change and declining citywide demand.

Cargo trade through the Port of San Francisco has increased slowly since the mid-1960's, in part due to overall increases in Pacific Rim trade. However, cargo shipping during the first half of the 1990's declined significantly as a result of major industry changes which have placed San Francisco at a competitive disadvantage compared to the Port of Oakland and other west coast ports. The Central Waterfront has felt the effects of the decline in San Francisco's share of regional Port activity. While some most piers still do support some maritime cargo activity, it is at a level far below their cargo-handling capacities; in addition, the Port has other facilities in the Central Waterfront which are not used for cargo shipping due to insufficient demand.

The decrease in the Port's general cargo trade can be attributed to technological changes within the maritime industry, resulting in a shift in the transport of cargo from breakbulk (freight shipped in separate pieces) to containers (freight packed in standardized boxes). Containerization has created the demand for the construction of new facilities at ports throughout the world. In the 1970's, the Port developed the North and South Container Terminals at Piers 80 and 94-96, with intermodal freight rail access. By that time—Whereas the Port of San Francisco did not convert to containerization until recently, the Port of Oakland, with federal assistance, had already developed the first intermodal container terminals in the region and has since established itself as the predominant container port in the Bay Area and the fifth largest container port in one of the United States. world's largest container ports and subsequently, drew shipping lines from San Francisco.

The 1990's have been marked by fierce competition among container carriers resulting in major structural changes designed to maintain profits by cutting transport time and costs and maximizing efficient operations. Intermodal (ship-to-rail) container ports strive to provide the quickest possible transfer of cargo and competitive rail transport rates to attract business. Unfortunately, a number of factors place San Francisco at a competitive disadvantage with the Port of Oakland. First, although

the Port of San Francisco is a mere 30 minutes from Oakland by truck, it takes longer to connect to the main rail line as compared to Oakland. In short, it is generally faster, and therefore cheaper, for many shippers to pick up and deliver cargo in Oakland than in San Francisco. Second, shipping companies have expressed a strong desire to locate where two or more railroads provide connections to the Midwest and eastern markets, to take advantage of competitively priced service; San Francisco is served by only one railroad, while Oakland is served by two. Third, most cargo exports are generated from the east side of the Bay, and are exported from Oakland cargo terminals.

Another industry trend which continues to have dramatic implications for west coast container ports is the formation of global alliances between carriers. These alliances or consortia maximize the amount of cargo carried on each ship by utilizing otherwise empty space on container ships owned by consortia members. This new business practice, plus the use of higher capacity container ships, give consortia much greater clout than their individual members had to negotiate favorable agreements with ports because of the vastly increased business opportunities they offer. As a result, competition between west coast ports has intensified. In order to attract new business, larger ports are funding massive capital improvement programs. For example, the Ports of Los Angeles and Long Beach are each spending over \$1 billion on intermodal improvements. The Port of Oakland, with its more expansive container terminal facilities (approximately 680 acres vs. San Francisco's 145 acres), superior rail connections and larger capital improvement program, is far better positioned than San Francisco to compete with Southern California ports for this new business. Although the Port's Waterfront Land Use Plan identifies 97 acres for maritime expansion, expansion in San Francisco will be further stymied when Oakland receives over 400 acres from the federal government upon closing of the Oakland Navy Supply Center. Even with these expansion opportunities, the Bay Area as a whole will continue to face competition from the other west coast ports which enjoy faster intermodal connections to important local and midwest markets. In addition, the Port of Seattle receives public subsidies which have reduced costs at those ports, leading to a decline in market share of Bay Area ports.

These developments make the prospects for future container terminal expansion at the Port of San Francisco uncertain. Even before these industry changes, the Port's existing container terminals never operated at full capacity. Today they operate at only a fraction of their capacity. However, San Francisco's relatively deep water berths, cargo warehouses and open storage areas at the Port's container terminals may also be attractive to non-intermodal carriers. Eager to maintain its historic role in maritime trade, the Port therefore has developed a new strategy for its cargo shipping industry and is looking for new ways to market its cargo facilities. For example, the Port is aggressively pursuing specialized cargoes, including breakbulk and "project" cargo, and container carriers which do not rely heavily on intermodal transport and which can best utilize San Francisco's unique facilities.

The Port also may be well positioned to take advantage of a developing trend among large cargo carriers to own or control their own marine terminals, rather than sharing a terminal with other

carriers. San Francisco is the only Bay Area port with the capacity in the next five years to offer long-term preferential assignments of container facilities. In addition, other technological advances could lead to more efficient use of terminal space, allowing smaller ports like San Francisco to attract high volume carriers.

~~Modern port facilities require substantial back-up land for equipment operation, storage, and intermodal cargo transfers. The bulk cargo and related maritime activities north of Sixteenth Street are served by limited backup land. Investment in new capital facilities by the Port of San Francisco has occurred in the area south of China Basin where adequate back-up land is available. This southerly shift in the Port's maritime operations is reflected in the cargo tonnage statistics: In 1969, the Port's cargo tonnage was equally distributed between the piers north and south of China Basin; by 1987, over 80% of the cargo was handled in the southern portion.~~

~~Present and future trends point to the strong potential for revitalizing San Francisco's maritime economy. Cargo projections for the upcoming decades show increasing maritime traffic for Bay ports. Congestion at other West Coast ports combined with the availability of facilities in San Francisco should give the Port an opportunity to attract an increase in shipping activity. The expansion of trade with the Pacific Rim countries should also have a long-term positive impact on the Port of San Francisco.~~

Favorable economic trends are beginning to appear in the Central Waterfront. The previously identified healthy components of the local economy, apparel manufacturing and interior design activities, are now undergoing expansion and future growth is anticipated. The prospect of 8,270 new housing units and over six million square feet of employment in Mission Bay signal the healthy redevelopment of that portion nearest downtown. Changing conditions in the overall San Francisco economy could also bode well for the Central Waterfront. In the 1980's the boom in downtown highrise construction is was causing some displacement of professional firms which are were relocating in the South of Market area and are were forcing upward pressure on rents. The displaced firms are were often able to outbid existing industrial and downtown support activities for space. Many South of Market firms are were seeking suitable sites for operation elsewhere within San Francisco. The Central Waterfront is one of the few areas in the City that can accommodate industrial uses. This trend, if revived, combined with expected increase in transportation costs from the suburbs, could make the Central Waterfront a desirable location for certain industries. The growing desire for shorter commutes will also encourage the development of more housing near central workplaces.

Although statistical projections show a continuation of the declines in historic area land uses, the local economy is expected to grow as the mixed use Mission Bay development is implemented and as the specialized apparel and interior design industries continue to thrive. Maritime trade could increase, but only if the Port of San Francisco continues to is aggressively in developing and marketing its modern cargo-handling facilities for niche cargos which do not rely heavily on rail

access. The Central Waterfront's general attractiveness for economic activities could also be boosted by the competition for a limited supply of industrial land in San Francisco.

(Amended by Resolution 12040, 9/27/1990)

OBJECTIVES AND POLICIES

PART I

SHOWPLACE SQUARE, CENTRAL BASIN, NORTH POTRERO, ISLAIS CREEK AND LOWER POTRERO SUBAREAS

Overall Goal

The overall goal of this Plan is to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities. This goal is set forth in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy. The following objectives and policies are designed to:

1. Increase employment opportunities for San Francisco's unemployed and underemployed residents;
2. Enhance the working environment to stimulate business growth; and
3. Improve the area's appearance and attractiveness.

(Amended by Resolution 12040, 9/27/1990)

LAND USE

OBJECTIVE 1 STRENGTHEN AND EXPAND LAND USES ESSENTIAL TO REALIZING THE ECONOMIC POTENTIAL OF THE SUBAREAS.

POLICY 1 Encourage the intensification and expansion of industrial and maritime uses.

POLICY 2 Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial uses. Permit only those non-industrial uses which do not interfere with industrial and maritime operations.

(Amended by Resolution 12040, 9/27/1990)

POLICY 3 Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are fully mitigated to the maximum feasible extent.

OBJECTIVE 2 MAINTAIN AND DEVELOP ADDITIONAL USES ON LAND DETERMINED TO BE SURPLUS TO INDUSTRIAL AND MARITIME NEEDS.

POLICY 1 Preserve existing residential uses and develop limited new housing.

POLICY 2 Retain existing commercial uses and expand as needed to serve increases in the working and residential populations.

POLICY 3 Improve, expand, and develop recreational areas at established public access points along the waterfront enabling public use and enjoyment of the shoreline.

INDUSTRY

OBJECTIVE 3 RETAIN, EXPAND, AND PROTECT INDUSTRIAL ACTIVITY.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1 Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures, and developing vacant land with industrial uses.**
- POLICY 2 Encourage the consolidation of rail operations and unnecessary tracks and facilities to increase land available for industry. Maintain and, as needed, upgrade rail service to San Francisco.**
- POLICY 3 Develop and promote training programs to target local residents for employment opportunities resulting from new economic development**
- POLICY 4 Establish and promote financing programs to provide funds for local business development.**
- POLICY 5 Support the expansion of small businesses and firms in newly emerging industries.**
- POLICY 6 Encourage the growth of firms which strengthen or complement the maritime operation of the Port, either by directly engaging in maritime activities or by providing ancillary services which serve or support maritime activities.**
- POLICY 7 Remove antiquated and overly restrictive provisions from City codes that impose undue burdens on industry and restrict expansion efforts, but maintain requirements designed to protect and enhance environmental quality.**
- POLICY 8 Avoid encroachment of incompatible land uses on viable industrial activity by appropriately zoning and mapping industrial districts. Resolve potential land use conflicts in a manner that recognizes the importance of industrial activity to the well-being of San Francisco.**
- POLICY 9 Deliver key public services, including police, fire, sanitation and transportation at levels necessary to support and encourage industrial activity.**

POLICY 10 Assist firms displaced from other parts of San Francisco, especially those displaced by downtown office expansion, in locating in the subareas.

POLICY 11 Attract new industries that create employment opportunities for City residents, add tax revenues in excess of public service costs, and strengthen and diversify San Francisco's economic base.

MARITIME

OBJECTIVE 4 RETAIN AND EXPAND MARITIME USES ALONG THE CENTRAL WATERFRONT.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1** Retain and improve and, if warranted, expand all existing maritime general cargo facilities along the Central Waterfront (Piers 48, 50, 70, and 80).
- POLICY 2** Retain all existing ship repair operations along the Central Waterfront (Pier 54 ~~and the former Bethlehem Yard~~)
- POLICY 3** Encourage the expansion and modernization of maritime cargo handling facilities, and the development location of container facilities ~~along the Central Waterfront~~ south of Mariposa Street.
- POLICY 4** Reserve land adjacent to the waterfront as required for maritime support use.

COMMERCE

OBJECTIVE 5 PROVIDE A QUANTITY AND MIX OF COMMERCIAL ACTIVITIES NECESSARY TO SERVE THE LOCAL NEEDS OF THE SUBAREAS.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1 Promote the retention and improvement of existing commercial activities that support local residential, industrial, maritime, and recreational uses.**
- POLICY 2 Support the expansion of commercial uses if needed to serve demand generated by new development.**
- POLICY 3 Prevent new office development, except that which serves a principal industrial or maritime use.**
- POLICY 4 Encourage water-oriented commercial recreation activities at public access points along the shoreline.**

RESIDENCE

OBJECTIVE 6 RETAIN AND IMPROVE EXISTING RESIDENTIAL USES IN THE CENTRAL WATERFRONT AND DEVELOP A LIMITED QUANTITY OF NEW HOUSING.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1 Encourage the preservation and rehabilitation of the existing housing stock.**
- POLICY 2 Encourage additional housing within established residential areas.**
- POLICY 3 Require new residential developments to include an adequate supply of low and moderate income units and provide a mix of units types to accommodate a variety of household sizes.**
- POLICY 4 Provide rent supplements and assist in local home ownership to avoid displacement of existing residents.**

TRANSPORTATION

OBJECTIVE 7 IMPROVE THE TRANSPORTATION ACCESSIBILITY OF THE SUBAREAS.

(Amended by Resolution 12040, 9/27/1990)

POLICY 1 Improve citywide and regional transit access to the subareas.

POLICY 2 Provide adequate rail and truck access to all maritime piers.

POLICY 3 Establish an official truck route system along the designated major and secondary thoroughfares to facilitate truck movements within, and to, Port facilities and other businesses and to minimize the adverse impacts of truck movement on adjacent residential, commercial, and recreational land uses.

POLICY 4 Extend a Light-Rail Vehicle line through the Central Waterfront along the Third Street corridor connecting to the Southern Pacific CalTrain and the proposed Embarcadero rail line MUNI Metro extension light rail service which provides access to downtown San Francisco.

POLICY 5 Improve transportation access on Third Street by implementing design changes in traffic lanes, turning bays, and signal timing.

(Note: POLICY 6 was deleted by Resolution 13907 adopted 7/6/1995.)

OBJECTIVE 8 IMPROVE TRANSPORTATION CONDITIONS WITHIN THE SUBAREAS.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1 Improve internal vehicular circulation through the construction, repair, and maintenance of public streets, and the provision of appropriate signing and lighting.**
- POLICY 2 Maintain and construct sidewalks on streets with pedestrian traffic.**
- POLICY 3 Encourage the use of public transit, carpooling, vanpooling, and jitney service to minimize the consumption of scarce industrial land for commuter parking lots. Where demand for parking can be clearly established, give preference to parking structures as opposed to open lot parking.**
- POLICY 4 Provide short-term parking to support wholesale, design, and related activities. Develop parking treatments for on-street spaces to assure short-term turnover of vehicles.**
- POLICY 5 Require off-street parking facilities for freight loading and service vehicles in all major new developments and incorporate these in older buildings where feasible. Provide short-term loading spaces on the street for routine deliveries and essential services, with strict enforcement of time limits.**
- POLICY 6 Encourage new developments to provide pedestrian amenities and transit access improvements such as pedestrian resting areas, bus stop shelters and transit information displays.**

RECREATION AND OPEN SPACE

OBJECTIVE 9 PROVIDE PUBLIC ACCESS AND RECREATIONAL OPPORTUNITIES ALONG THE SHORELINE.

- POLICY 1** Maintain and improve the quality of existing shoreline recreational areas at China Basin Channel, Agua Vista Park, Warm Water Cove and Islais Creek.
- POLICY 2** Expand existing recreational areas ~~and establish a new one at Islais Creek Channel~~, so long as compatible with present or planned maritime activity.
- POLICY 3** Provide public overlooks, viewing areas, and open spaces with convenient pedestrian access in areas of maritime activity, where feasible and where it will not inhibit the maritime operations.

CENTRAL BASIN SUBAREA

OBJECTIVE 15 MAINTAIN AND EXPAND MARITIME ACTIVITY IN THE CENTRAL BASIN SUBAREA.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1** Continue and expand the use of Piers 48 and 50 for general cargo. Maintain a six acre area inland and adjacent to the piers to provide a cargo backland support area to support maritime uses of these piers.
- POLICY 2** Encourage the retention and ~~promote the expansion~~ improvement of ship maintenance and repair activities at ~~the former Bethlehem at Pier 68 site~~ which support and strengthen San Francisco's maritime industry.
- POLICY 3** Preserve and rehabilitate the three Union Iron Works Buildings (located in part of the former Bethlehem Steel area) on the north side of 20th Street, east of Illinois Street which, as historic and architectural resources, represent the importance of the ship building industry in San Francisco's development. In order to make adaptive reuse feasible, permit revenue-generating commercial and industrial uses which are compatible with ongoing ship repair and potential future maritime and industrial operations on adjacent and bayward Port property, as indicated in the Port of San Francisco's Waterfront Land Use Plan. Design such adaptive reuse projects consistent with the Waterfront Design & Access urban design and preservation policies and criteria for this area, contained in the Waterfront Land Use Plan.

OBJECTIVE 16 RETAIN AND EXPAND INDUSTRIAL USES.

(Amended by Resolution 12040, 9/27/1990)

- POLICY 1** Encourage more intensive use of existing industrial land and facilities in locations or for durations which will not foreclose or inhibit development of future container facilities.
- POLICY 2** Assure that any power plant expansion on the Pacific Gas and Electric Company site will provide additional employment and will not adversely affect the environment.

OBJECTIVE 17 IMPROVE AND EXPAND WATERFRONT RECREATION.

(Amended by Resolution 12040, 9/27/1990)

POLICY 1 Maintain and improve existing recreational improvements at Warm Water Cove and expand to adjacent waterfront properties the north side of the Cove as opportunities arise. Develop a waterfront picnic area and fishing pier at Twenty-Fourth Street. Provide public access along the north side of the Cove and construct a fishing quay at the Bay. ~~Shield the recreation area from surrounding industrial uses~~ Improve enjoyment of the area by providing attractive landscaping and maximizing bay views. (See also Recreation and Open Space Element, 1.3.38)

POLICY 2 Improve and expand the existing Agua Vista Park by developing a public beach and waterfront park and a small boat marina, so long as compatible with existing and planned maritime and private ship repair activities. (See also Recreation and Open Space Element, 1.3.38)

POLICY 3 Retain and improve the ~~Continue the use of existing public boat ramp south of Pier 50 adjacent to Pier 52.~~ If future Port development necessitates, replace it with an equivalent elsewhere on the eastern shoreline.

OBJECTIVE 18 RELATE THE SCALE OF NEW DEVELOPMENT TO SAN FRANCISCO'S DISTINCTIVE HILL FORM, TO THE ADJACENT WATERFRONT, AND TO EXISTING DEVELOPMENT.

POLICY I Minimize blockage of private and public views and maintain, to the extent feasible, sight lines from Potrero Hill to the waterfront and downtown.

(Amended by Resolution 12040, 9/27/1990)

ISLAIS CREEK AREA

OBJECTIVE 19 EXPAND MARITIME ACTIVITY AND ANCILLARY SERVICES.

(Amended by Resolution 12040, 9/27/1990)

POLICY I Maintain ~~Continue to modernize~~ Pier 80 as a container terminal facility and allow other types of cargo shipping or interim uses of this facility when it is not fully utilized for container cargo operations. ~~Expand the North container terminal by acquiring the Western Pacific Railroad yard and associated parcels for maritime development~~ Allow compatible maritime, industrial or commercial uses on the adjacent former Western Pacific rail

yard, once this site has been acquired by the Port.

POLICY 2 Continue the maritime and industrial use of Pier 84 and adjacent land.

OBJECTIVE 20 DEVELOP WATERFRONT RECREATIONAL USES ALONG THE SHORELINE OF ON ISLAIS CREEK CHANNEL.

POLICY 1 Develop the Islais Creek Turning Basin west of the Third Street Bridge for recreational use, which could include and a small craft dock or launching facility marina, if and when it is no longer needed for Port maritime activity.

OBJECTIVE 21 RETAIN AND EXPAND INDUSTRIAL USES IN THE ISLAIS CREEK AREA.

(Amended by Resolution 12040, 9/27/1990)

[NOTE: The area addressed by Policy 1 below has been included in the adopted South Bayshore Area Plan, and thus is proposed for deletion]

~~**POLICY 1** — Encourage industrial uses in the area west of Pier 80 south to Islais Creek Channel.~~

Proposed Amendments to the Commerce and Industry Element, August 1997

COMMERCE AND INDUSTRY ELEMENT

(Note: These amendments are proposed to make the Port's Waterfront Land Use Plan consistent with the San Francisco General Plan. This document contain only excerpts from the Commerce and Industry Element which are affected by the proposed amendments, and thus the page numbers are not always in sequence. Proposed additions are double-underlined, proposed deletions are shown with strikeouts. In addition, Map 3 showing "Areas Under Study" is outdated and should be removed from the Table of Contents and from Page I.2.7)

The Commerce and Industry Element was thoroughly revised in 1978 and adopted by Resolution 8001. The 1988 publication was amended by Resolution 12040 on 9-27-1990. Throughout the text, amendments to the 1988 printed version are noted below the amended text.

POLICY 3 Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The following principles are integral and basic elements of citywide land use planning policy for commerce and industry.

1. The natural division of the city into two distinct functional areas-one primarily for production, distribution and services, and the other for residential purposes and the community facilities which are closely related to residential activities-should be recognized and encouraged.
2. A working population holding capacity should be established for the city based on desirable and feasible density standards.
3. The working areas of the city should be defined and designated in extent so as to increase the efficiency of each of the areas as a specialized center of management, production, service or distribution.
4. The working areas of the city should be related to the trafficways and transit systems so as to minimize time and distance in the journey to work from each of the community areas of the city and from within the San Francisco Bay Region.

Except in a few isolated instances the entire range of commercial and industrial activities of citywide importance is and should continue to be confined to the eastern flank of the city between the Bay and the first tier of hills rising west of the Bay. The types of use for which land should be allocated in the working areas are classified into four categories: 1) Downtown, 2) Business and Services, 3) Light Industry, and 4) General Industry.

The Downtown District contains the downtown shopping, entertainment and financial sections of the city as well as some of the downtown hotel quarters. Adjacent to this district is the primary area devoted to and designated for Business Services. These are businesses and uses which supplement and are necessary to the total economy of the downtown area. The other designated uses are those light and general industries which ~~adjoin~~ occupy part of the harbor and the flat land along the Bay shore of the city, primarily south of China Basin. The Plan indicates a transitional belt of light industry, between the general industrial section and residential sections in adjacent community areas.

MARITIME

OBJECTIVE 5 REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.

San Francisco began and has developed as a maritime City. Historically, the city offered great natural advantages as a port. Maritime activity has stimulated the development of San Francisco as a commercial center of the West Coast and has contributed as much to the special flavor of San Francisco.

The city has been a gateway to the West and the world beyond. The advents of rail, highway travel, air transportation and telecommunications have, however, increasingly lessened San Francisco's dependence on water-related activity.

Other Bay ports have matured and San Francisco has lost its preeminence as a port city, and much of its waterfront is under-utilized. However, the role of maritime activity in San Francisco's economy remains significant in terms of the jobs it offers to skilled and semi-skilled workers. In addition, most maritime activity offers the additional benefit of being a relatively "clean" industrial activity; many of its potential adverse consequences, such as congestion and noise, can be overcome.

The prospects for strength and considerable growth in world and Bay Area maritime activity are optimistic. ~~Rail rates and shipping times to the East, for example, are the same for all Bay Area ports. However, San Francisco is at a competitive disadvantage compared to the Port of Oakland and other west coast container ports. has not capitalized on this growth potential. Dramatic changes in the cargo industry have led to the formation of alliances among carriers to cut transport time and costs, and increase operational efficiencies through shared use of facilities and cargo space. These industry trends favor those ports with vast terminal and backland space, access to large metropolitan markets and multiple rail lines, and which are in close proximity to shippers. In addition, intermodal container ports require massive capital improvement programs to provide facilities to accommodate larger ships and expanding cargo volumes, which far surpass the resources available to the Port of San Francisco. A lack of adequate financial and management resources, utilization of developing technologies, necessary land for development and the financial burden of maintaining existing facilities have contributed to this situation. As a result of these industry developments, several shipping lines have eliminated calls to San Francisco, opting to use the more expansive facilities at the Port of Oakland, or terminating service to the Bay Area altogether.~~

The Port's existing terminals and cargo warehouses, while greatly underutilized in 1996, are attractive to breakbulk and other non-intermodal cargo carriers. The Port therefore is aggressively pursuing niche cargo businesses which do not rely heavily on freight rail transport or require major new capital improvements.

POLICY 1 Develop and implement a comprehensive long-range maritime development program for the port.

Cargo traffic through the Bay Area is expected to continue to grow at least through the year 2000 2020. Ports which can offer the fastest movement of goods at the least cost will capture increasingly greater shares of this growth. In the past recent years port development and expansion has been achieved by the aggressive and foresighted utilization of new technologies and techniques such as containerization, lighter aboard ship, roll on -roll off, mini- and maxi-bridge and automated dry-bulk feeders.

The Port should develop and carry out, and periodically update a comprehensive long-range maritime development program which assesses future cargo market demand, developing technologies which might be employed in San Francisco to meet the demand, taking into account geographic constraints and other factors affecting future intermodal cargo business opportunities, and land and capital investment which will be necessary to permit San Francisco to capture a reasonable share of the market.

POLICY 2 Focus investment on those port features in which San Francisco has a natural advantage. Create competitive advantages by providing more cost efficient freight handling facilities.

It is particularly important to focus limited resources on those areas in which San Francisco has a competitive advantage rather than to provide facilities to compete with other Bay ports for the same market. For example, San Francisco has had one of the greatest potentials for deep-water port development on the West Coast. ~~It also retains its attractiveness as a break bulk port. On the other hand, it has only a limited ability to compete for the container market: unstable land fill conditions make the cost of preparing suitable back-up space extremely high.~~ However, due to its geographic constraint of being located at the end of a peninsula with limited freight rail access, the Port of San Francisco is unable to compete with the Port of Oakland and other west coast ports as an intermodal (ship-to-rail) container terminal operator. Furthermore, as ships become larger (and their hulls deeper) San Francisco's relatively deep water has become less of an advantage because dredging will be required more often, even in the deepest parts of the Port.

It may be possible in the future to create competitive advantages by anticipating future shipping needs and technologies which do not rely heavily on freight rail

service, and by identifying niche cargo business opportunities which can capitalize on the Port's existing terminal, cargo warehouse and open storage yard facilities. Investments will necessarily be selective because funds will be limited. Investment strategy therefore should include an assessment of natural advantages and of the potential for increasing competitive advantages by use of advanced technologies.

POLICY 3 Aggressively market existing maritime facilities

Facilities such as the Grain Terminal, the Free Trade Zone and Pier 80 Port's breakbulk and other bulk cargo facilities, cargo warehouses and the North and South Container Terminals at Pier 80 and 94-96 are presently underutilized. New container facilities are not being used to their maximum potential.

While the long term growth and competitive advantage of the Port may be realized through initiation of new capital investments, In light of the fact that the Port does not have the financial resources necessary to compete with larger intermodal container ports, it is also important to maximize the return on existing maritime facilities. This will require continuation of aggressive promotional and marketing techniques efforts especially in non-rail dependent cargoes such as breakbulk, and construction project cargoes. In addition, interim term leases for non-shipping operations should be sought until demand increases for shipping-related activities, enabling these existing facilities to be returned to maritime use.

POLICY 4 Avoid actions which may serve to displace desired existing maritime uses.

Historically, industrial maritime activity in San Francisco was principally located along the Northern Waterfront. Expansion of office and residential uses, within the Embarcadero Center, and the development of residential uses in the Golden Gateway Project and the pedestrian, public transit and roadway improvements newly constructed along The Embarcadero have resulted in increased pressure on cargo-related maritime uses in the Northern Waterfront area. This expansion should not be permitted to encroach on designated maritime areas designated in the Northeastern Waterfront Plan of the General Master Plan as long as maritime use remains feasible.

Available waterfront land is a limited resource and maritime activity remains vital to the City's economy. It should therefore have priority use of waterfront lands that it may realistically need to survive. Specifically, piers in active maritime use should remain so unless it can be clearly established that the maritime use can be relocated elsewhere or will no longer continue operation on the waterfront and the area put to a more desirable use.

POLICY 5 Assure adequate funding for capital investments as well as operational expenses of the port.

Many ~~All~~ major ports are subsidized in some form. Some receive tax overrides or have independent taxing authority. Others receive oil royalties or airport revenues. The Port of San Francisco does not benefit from outside revenue sources nor does it receive funding from the City. It has financed its operation and development since it came under local control by means of its revenues received from leases on its property, and through Port revenue bonds, and a general obligation bond. ~~However, there is increasing likelihood that~~ As the expense of repairing aging facilities and funding improvements for most maritime operations increases, the Port's costs will soon exceed its revenues unless the Port develops new revenue-generating uses on property which is surplus to maritime industry needs.

Both the capital investment necessary to ~~regain competitive advantage~~ improve the waterfront and the funds necessary for proper operation of existing facilities must be assured. Revenues from new development will enable the Port to underwrite the costs of maintaining, improving or expanding maritime facilities and public improvements (e.g. open space and public access), and meet its other Public Trust responsibilities. If sufficient revenues to meet Port needs are not forthcoming, some form of public subsidy should be provided. Although the City took over the Port from the State with the pledge that the Port would not go on the tax rolls, changed circumstances may necessitate and justify a modification of that commitment. Public funds spent to aid and enhance a port's operation can be an excellent investment by providing jobs and direct and indirect revenues.

POLICY 6 Foster the relation of cargo maritime activity to other segments of San Francisco economy.

Many of San Francisco's commercial activities such as financing, warehousing, and import-export activities grew historically as a result of their close relationship to maritime trade. That link between national and international trade and San Francisco's economic health has not diminished to this day, though other modes of transport and communications have supplemented shipping.

Those who ship or receive cargo benefit from a port in closer proximity to their home office or ultimate point of delivery where inspections, drayage or deliveries are easier. Many service industries and offices serving maritime trades throughout the Bay area are located in San Francisco by historical precedent and benefit by a proximity of their customers or clients. This is a source of competitive advantage vis-a-vis other Bay Area and western ports and should be exploited.

POLICY 7 Restore the fishing industry in San Francisco.

Generations of visitors have been charmed and many tables graced by the San Francisco fishing fleet. The many restaurants and close residential areas created a

significant market for their catch. Fishing has benefited San Francisco's economy as employer, retailer and as a part of the large and growing tourist industry.

In ~~recent past~~ years, ~~however~~, the facilities for docking and fish processing ~~have~~ deteriorated and the fleet ~~has~~ diminished. Local unavailability of fish and the high cost of land and facilities in San Francisco ~~have~~ had serious effects on the industry. However, the completion in 1995 of seismic repairs to Pier 45 and construction of state-of-the-art fish handling facilities are a major improvement for the industry. In addition, the Port plans to replace most existing berths with a new Hyde Street Fishing Harbor adjacent to Pier 45. These improvements will support and expand ~~c~~ommercial fishing, fish processing and businesses which provide services to the fishing fleet ~~should be encouraged, and expanded, particularly in Fisherman's Wharf~~ the area of the Hyde Street Pier and Pier 45.

POLICY 8 Encourage maritime activity which complements visitor activity and resident recreation.

San Francisco has long been a ~~romantic~~ desirable terminus for passenger ships. ~~These Cruise~~ activities have contributed to the positive image of the Port of San Francisco as well as brought visitors to the city. While the airplane has replaced the ship as the primary means of personal transoceanic travel, the declining passenger ship activity has been stabilized by the emergence of cruise ships. For these ships, San Francisco may be an embarkation point or a stop en route. Facilities for passenger ships have, however, deteriorated in recent years. Pier 35, the pier now used, is old and in need of modernization. ~~However, Yet~~ it affords a dramatic entrance or exit from San Francisco, is close to other visitor attractions, and is convenient to hotels and land transportation. These passenger facilities should be maintained and improved. Alternatively, Piers 27-29 and 30-32 provide opportunities to develop a new modern cruise terminal.

Boating has become an increasingly popular recreational sport. Additional small boat marinas, small boat docks and berthing areas along the San Francisco waterfront can provide attractive ~~low cost assets~~ waterside improvements which bring revenue to the city and should be provided at appropriate locations.

Other commercial and recreational maritime activities such as excursion boats, ferries, water taxis and berthing of historic ships also provide attractions unique to the waterfront. New, water-oriented commercial recreation developments along the waterfront should incorporate these types of water-dependent activities whenever possible.

[Note: Policy 9 will be revised with the adoption of an area plan for Hunter's Point.]

POLICY 9 Reestablish Hunter's Point Naval Shipyard as a major source of maritime employment and activity.

Until its closure in 1974, the Hunter's Point Naval Shipyard was a major source of maritime employment and activity, both military and civilian. At its peak, the shipyard was one of the largest industrial employers in the city. Efforts to revive use of its facilities should be encouraged. In addition to the important ship repair, ship building, docking and other industrial facilities which remain but are unused, the shipyard presents opportunities for additional industrial and maritime uses. Perhaps its most important asset is its proximity to natural deep water. There is the potential for the development of a deep water port designed to carry high capacity bulk cargoes. West Coast ports, such as Long Beach, Portland and Seattle, are investigating and pursuing their own potential for deep water port development. Vancouver has developed a deep water port. Hunter's Point appears to offer one of the best and least expensive opportunities for such a facility if some of the environmental problems it poses can be solved.

POLICY 10 Increase cooperation among bay ports.

San Francisco has suffered in the recent competition with Oakland and to lesser extent other Bay Area ports. They have been better able to marshal requisite capital, and land and rail services to take advantage of new technology. The Port of Oakland also has benefitted from quicker connections to eastern cargo destinations. ~~This process of shifting to new facilities occurs in every major world port, but in almost all situations the old and new facilities are controlled by the same agency or jurisdiction. To remain competitive, ports must be prepared to offer a range of services and hope that resources are sufficient to prepare for and take advantage of new technology.~~

National and international shippers view the Bay Area as a single destination ~~since times and rail links are the same in competition with others along the west coast,~~ primarily Los Angeles and Long Beach in Southern California, and Seattle, Washington. The economics of Bay Area communities are linked by workers and trade and could benefit by mutual cooperation. Bay Area ports should work to avoid unnecessary duplication of facilities and encourage each port to develop its own particular strengths. It may be that in the long run a single regional port agency will best serve everyone's interest.

POLICY 11 Pursue permitted non-maritime development on port properties.

The Port of San Francisco is the owner of more land along the waterfront than is ~~likely to be put into~~ needed for maritime use. Some of these properties, primarily, but not exclusively, the area from ~~North China Basin~~ South Beach to Fisherman's Wharf, are suitable and attractive for residential, commercial or recreational uses.

In the past, non-maritime development on port properties, particularly development on piers over the water, has been plagued by community disagreement and by conflicting plans for the various public entities that must approve non-maritime development. The ~~"Plan for the Northeastern Waterfront Plan"~~ which is part of the City's General Master Plan, was originally developed in the 1970's with the participation of diverse interests in the waterfront and ~~it has been~~ endorsed by the Port Commission. ~~It also is consistent~~ This Plan, and the Central Waterfront Plan were revised in (date) in conjunction with the Port's adoption of the Waterfront Land Use Plan, also created through an extensive community planning process. The land use policies contained in these documents are consistent with each other and will be the basis for conforming amendments to the Bay Conservation and Development Commission's Bay Plan and San Francisco Special Area Plan, for the San Francisco waterfront ~~Once the BCDC amendments are adopted, these plans permit, in various will contain consistent policies regarding locations,~~ non-maritime development which will not usurp or conflict with maritime development and which will provide substantial revenues to the Port and the City while at the same time contributing to the environmental quality of the area. These opportunities should be vigorously pursued by the Port or some other agency on behalf of the Port to provide needed revenues for Port operations, development of the Port's maritime facilities, and public access and other amenities along the shore.

VISITOR TRADE

OBJECTIVE 8 ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL CENTER FOR CONVENTIONS AND VISITOR TRADE.

Recognition of San Francisco as a center for tourism and visitor trade extends throughout California, the United States, and the world. The city serves as a major West Coast destination for travelers who come to enjoy sightseeing, to attend national conventions, or to complete business transactions.

Visitor trade constitutes an important economic base for San Francisco and is responsible for employing, directly and indirectly, more residents than any other economic sector. It generates substantial revenues in many related economic areas including transportation, general merchandising, eating and drinking places, food stores, other retail trade, motor vehicles and service stations, personal services, and entertainment and recreation. By far the largest expense for visitors is hotels or motels, followed by restaurants and retail sales.

Such spending is important, for it stems from sources outside the Bay Area, and thus provides a substantial input of new dollars to the local economy. The expenditure of these new dollars in the local economy has a powerful effect in generating additional spending by local merchants and, in turn, generates higher personal incomes for resident owners and employees of visitor trade facilities. Tourist demand also has the effect of expanding the availability and selection of local goods and services.

In addition to providing the city with added revenues, visitor trade provides significant employment opportunities to San Francisco residents in the service occupations. Many of these jobs can be filled by low and semi-skilled workers who may have limited employability in other employment sectors.

While the economic benefits of visitor trade are felt in the employment and earnings sectors of the economy, certain adverse impacts are also related to tourism. Among these are added density and congestion in some parts of the city; strains on parking, mass transit, and other important municipal services. The most obvious negative aspect of increased tourist activity is increased pedestrian and vehicle congestion at points of interest where there is no additional capacity to accommodate demand. This not only reduces local residents' ability to enjoy the event, but may ultimately limit the attractiveness to out-of-town visitors. If congestion spills over into the surrounding residential or commercial business areas, the mobility in and quality of these areas is impaired. Also, in certain commercial areas, efforts to cater to visitors' tastes

have altered the mix of goods and services offered to the extent that local demands are no longer met. In instances, the quality of merchandise and services has also declined. There are, therefore, a number of tourism related impacts that may negate the economic and employment benefits of tourism.

POLICY 1 Guide the location of additional tourist related activities to minimize their adverse impacts on existing residential, commercial, and industrial activities.

While growth in tourism provides San Francisco with economic and employment benefits, unchecked expansion of the tourist industry can have negative implications for the quality of the city's neighborhoods, and for certain sectors of the economy.

It is therefore important to weigh both the costs and benefits of each specific proposal to expand or promote visitor trade. Activities should be designed and controls should be provided to minimize adverse impacts on surrounding residential, commercial, and industrial activities. The various activities comprising the visitor trade industry naturally tend to locate in geographical proximity to one another just as in other sectors of the economy. This natural tendency should be encouraged for several reasons. San Francisco's attractiveness to the visitor is enhanced by its compact, urban form which allows the visitor to move easily from hotel accommodations and restaurants to convention facilities, sightseeing interest, business appointments, and entertainment. In addition, the geographical proximity of visitor attractions to one another lessens the need for automobile or transit trips, and provides the least additional strain on the city's public transportation system. Finally, the location of visitor related activities within established activity areas may reduce the potential for tourism's negatively associated impacts upon the quality of the city's residential neighborhoods.

Therefore, the city should encourage additional visitor oriented facilities to locate in those areas where visitor attractions and business and convention facilities are at the present time primarily concentrated.

POLICY 2 Support locally initiated efforts to improve the visitor trade appeal of neighborhood commercial districts.

Encouraging greater use of neighborhood commercial districts by visitors can be an effective way of providing economic stimulus to such areas and of spreading the benefits as well as impacts of tourism. Care must be taken, however, to avoid situations where the tourist appeal drives out neighborhood services and creates major problems for adjacent residential areas.

POLICY 3 Assure that areas of particular visitor attraction are provided with adequate public services for both residents and visitors.

Public services such as transit, and visitor information, benches and restrooms, as well as police, fire, and street cleaning, are especially important at areas of particular visitor attraction. Provision of high quality services is one direct method the city can employ to promote visitor trade in San Francisco. Where appropriate, additional public facilities designed to serve expanding visitor trade should be provided. The anticipated development of the ~~Exhibit Hall in Yerba Buena Center with~~ George Moscone Convention Center greatly increases the impact of visitors and conventioners within the downtown area. Care should be taken to assure this increased activity is continues to be adequately accommodated with existing and planned public service systems.

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Proposed Amendments to the Recreation and Open Space Element, August 1997

(NOTE: These amendments are proposed to make the Port's Waterfront Land Use Plan consistent with the San Francisco General Plan. This document contains excerpts from the Recreation and Open Space Element which are affected by the proposed amendments, and thus the page numbers are not always in sequence. Proposed additions are double-underlined; deletions are shown with strikeouts.)

The Recreation and Open Space Element was thoroughly revised and adopted in 1987 by Resolution 11065 and subsequently frequently amended. Throughout the text, amendments to the 1988 printed version are noted below the amended text.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 2

POLICY 2 Preserve existing public open space.

San Francisco's public open space system is fairly extensive. It ranges from large parks to undeveloped street rights-of-way. Much of the system is park land and other public open space under the jurisdiction of the Recreation and Park Department. In addition to this land, a significant portion of the public open space in San Francisco is only informally part of the city's park and recreation system. This open space is held by a number of public agencies and is also either used for recreation or appreciated for its natural qualities, but is neither a public park for nor a playground. Open spaces in this second category include certain shoreline land owned by areas under the jurisdiction of the Port of San Francisco shown in Maps 4-9, certain reservoirs, grounds of public institutions, forts, land for slope and view protection, roadway landscaping, alleys, dedicated public walkways and undeveloped street rights-of-way. Open spaces such as these are a very important part of the city's open space system. They supplement playgrounds and parks and are a major visual asset.

Development sometimes threatens public open spaces regardless of whether or not it is a formal part of the City's park and open space system. While few public open spaces have been lost in their entirety to other uses, almost all public open space at one time or another has been viewed as a source of vacant land for new construction. The shortage of vacant sites and the intensity of development in San Francisco produce pressures on the city's public open space. These same factors generate considerable demand for open space and leave few opportunities to expand the open space system. Consequently, it is essential that the City preserve the existing and planned public open space which remains.

Despite general agreement on the need to preserve public open space, over the years developments may indeed be proposed on public land designated as open space in this plan. It is anticipated that the most persuasive arguments in favor of development will be based on the "public value" of the proposed development. The public value will differ among proposals, and a determination, of this value as compared with the value of open space will be difficult. In order to assist in this determination, four types of potential development proposals have been identified. If proposals for these types of development occur, the following policies should be applied:

Nonrecreational Uses

Proposals for nonrecreational uses in public parks and playgrounds may arise in the future. Some may be for public facilities such as parking garages, streets and buildings, and for private or semi-public facilities. Development of this kind in parks

and playgrounds should, without exception, be prohibited.

Recreation and Cultural Buildings

Many San Francisco neighborhoods need more gymnasiums, swimming pools and other indoor facilities. Citywide recreation and cultural facilities also require new buildings and room to expand. The scarcity of sites and the high cost of land, together with the recreational nature of such facilities, make parks and playgrounds frequent candidates as sites for recreation and cultural buildings.

This situation is often in conflict with the need to retain outdoor open space. The value of parks and playgrounds in a highly developed city like San Francisco is immeasurable. San Francisco's neighborhoods are densely populated, and many residents have no access to open spaces other than that provided by the City. Even in those areas with private yards, city parks make neighborhoods more livable. San Francisco's parks and playgrounds are a great asset to the City. Building in them results in a loss of open space which can rarely be replaced.

The City's policy should be made clear: where new recreation and cultural buildings are needed they should be located outside of existing parks and playgrounds. When new indoor facilities are needed, the City should allocate funds for land acquisition as well as for construction. Outdoor space in parks and playgrounds should not be diminished except in a few unique cases such as the Zoo, which requires special indoor facilities, and John McLaren Park, which is underdeveloped and may provide a good site for new recreation facilities designed to relieve pressure on overused facilities.

This policy is not intended to disregard the importance of indoor recreation facilities. It is recognized that a properly balanced system combines both indoor and outdoor spaces and programs. San Franciscans, however, should not be put in the position of developing indoor facilities at the expense of valuable outdoor open space and the amount of outdoor open space in parks and playgrounds should not have to be reduced in order to avoid buying land for new indoor recreation or cultural facilities.

Proposals for additions to existing recreation and cultural buildings in parks and playgrounds should be evaluated by the same process as that outlined below for supporting facilities. Additions to cultural and recreation facilities should be limited to the existing footprint and to that which can be accommodated on the site without creating a negative impact on the surrounding area by reason of excessive height and bulk. A goal of planning should be to limit the size of any necessary additions. Additions should be limited primarily to publicly accessible recreational and cultural uses, or facilities which directly support them. Alternative locations for non publicly

accessible functions should be carefully explored. When additions are planned, careful planning should limit the size of the required enlargement.

Supporting Facilities

Many of the sites designated for open space in this plan are under the jurisdiction of public agencies other than the Recreation and Park Department and are intended primarily for public uses other than recreation. Here open space use is secondary to the prime use. Examples are: underdeveloped street rights-of-way, property on or adjacent to reservoirs and grounds of public institutions, and certain Port shoreline property shown in Maps 4-9.

In these cases it is anticipated that requests for supporting facilities of various types may arise. These proposed facilities may be necessary to perform the public function of the particular agency holding the land designated as open space. In order to provide a basis for a decision in these cases, the agency proposing the supporting facility should make public the following material:

- ☐ Information demonstrating that the facility proposed is necessary to provide the public service of the agency holding the site in question;
- ☐ Sufficient proof that alternative sites have been studied and that the proposed facility can be located only on the site in question;
- ☐ A study which assesses the effects of the proposed facility on the site in question and on the surrounding neighborhood.

Since the purpose of the policy is to preserve public open space, the city should not approve projects which are not demonstrated to be necessary by the information submitted, nor should it approve projects whose effects have not been thoroughly assessed. Approval should be based upon the information submitted and on conformity of the project with the Master Plan. Upon approval, the city may request the agency to meet certain design criteria and performance standards which insure such conformity.

Surplus Public Land

Occasionally public agencies find some land surplus to their needs. When public land becomes surplus to one public use, the Master Plan states that it should be reexamined to determine what other uses would best serve public needs. The Master Plan gives priority to direct public uses that meet either immediate or long-term public needs. One of these uses is open space.

In cases where the land that is declared surplus is designated as open space in this plan, the policy is clear: open space should take priority over other public uses. In cases where surplus land is not designated for open space, the site should be evaluated on a case by case basis for its usefulness for a number of public or public serving uses, including open space. Where necessary and desirable, jurisdiction of surplus land which meets open space criteria, such as land with high natural, recreational, or open space values, should be transferred to the Recreation and Park Department.

Natural Areas

Several open spaces within the City contain areas that are relatively undisturbed and remain in a nearly natural state. They include natural areas within Golden Gate Park, forested areas, grassy open fields and hilltops, and mud flats, beaches and sand dunes, as well as fresh water lakes. These areas support the more common indigenous flora and fauna and may provide habitat for rare or endangered species. These natural areas should be identified and protected from change that would alter the habitat, or promote growth of non-native species. Native plant habitats should be preserved and efforts undertaken to remove exotic plant species from these areas.

(Amended by Resolution 13149 on 8/15/1991)

POLICY 3 Preserve sunlight in public open spaces

Solar access to public open space should be protected. In San Francisco, presence of the sun's warming rays is essential to enjoying open space. This is because climatic factors, including ambient temperature, humidity, and wind, usually combine to create a comfortable climate only when direct sunlight is present. Therefore, the shadows created by new development nearby can critically diminish the utility of the open space.

This is particularly a problem in downtown districts and in neighborhoods immediately adjacent to the downtown core, where there is a limited amount of open space, where there is pressure for new development, and where zoning controls allow tall buildings. But the problem potentially exists wherever tall buildings near open space are permitted.

Properties under the jurisdiction of the Recreation and Park Department or designated for acquisition are now protected by a voter-approved Planning Code Charter amendment. It restricts the issuance of building permits authorizing construction of any structure exceeding forty feet in height that would shade these properties from between one hour after sunrise to one hour before sunset, unless it is determined that the impact on the use of the space would be insignificant.

A number of other open spaces designated in this Element or elsewhere in the General Plan are under the jurisdiction of other public agencies, or are privately owned and therefore not protected by the Planning Code ~~Charter~~ amendments. These spaces should be given other forms of protection to assure they are not shaded during the hours of their most intensive use. Any new shading should be remedied to the extent feasible by expanding opportunities for public assembly and recreation in indoor and outdoor settings.

(Amended by Resolution 14400 adopted on 6/26/1997)

OBJECTIVE 2

POLICY 6 Make open spaces accessible to people with special needs.

The City should ensure that public open spaces are accessible to all San Franciscans, including persons with special recreation needs. These may include seniors, the very young, people with disabilities. In order to achieve this policy, park and recreation facilities should be planned and programmed for people with special recreation needs in mind.

Standards contained in the Americans with Disabilities Act (ADA) ~~Recognized design standards for the disabled~~ should be reviewed and employed for all construction in order to facilitate use and enjoyment by persons with disabilities. Design standards for the elderly, and for young children should also be employed to accommodate the specific needs of these user groups. In all new construction, facilities should be constructed consistent with the appropriate design standards. Similarly, as parks and facilities are renovated, these same design standards should be applied. Facilities which do not meet the standards should be identified and necessary modifications should be programmed as priority items, and implemented as funds become available.

Special recreation programs are also needed for groups and individuals whose particular recreation needs are not ordinarily met at existing facilities, or in existing programs. Some facilities and programs are now available. As new or extended programs are offered, additional professionally trained staff and facilities may be required. In addition, transportation programs may be required to bring individuals and groups with special needs to the facilities.

OBJECTIVE 2

POLICY 8 Develop a recreational trail system that links city parks and public open space, ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.

A recreational trails system should be created on streets, public rights-of-way and park land, providing interesting pathways to link city parks and public open space with the neighborhoods. Three trails are currently envisioned. One trail would be part of the San Francisco Bay Trail. The second would link up with the Bay Area Ridge Trail. The third would be a Coastal Trail route along Ocean Beach. The trails should accommodate hikers and bicyclists. They should be designed to appeal to a wide range of users, including children, the elderly, and the disabled, to the maximum feasible extent.

In San Francisco and other highly urbanized areas, the primary trail users would most likely be hikers and bicyclists. The Ridge Trail, in addition, may be planned to accommodate equestrians, where feasible and desirable. In some instances, pedestrians, bicyclists and equestrians would have separate trail routes. The trails will be part of the regional trail system, linking up with the trails in San Mateo and Marin Counties.

Route Selection

The objective in route selection should be to select interesting routes along the Bay, Ocean, and linking the City's primary ridgeline and hilltop parks, in areas that provide information about the city's history, frame vistas of the City and Bay region, and permit the opportunity to view and visit interesting cultural, architectural and natural geographical features. In the future, a system of trails connecting the Ridge and Bay Trails should be created. It may also be necessary and desirable to make minor changes in trail alignments. The trail system should link city parks and public open space with interesting historic, natural, and man-made features that may attract and accommodate a variety of users.

Trails should be planned and designed to avoid impacting environmentally sensitive areas such as wetlands, and in a manner consistent with the policies of the land management agency through which the trail traverses.

The Bay Trail

The Bay trail should traverse the eastern edge of the City including the Herb Caen Way/Embarcadero Promenade, and should be oriented along the Bay from San Mateo County, to the Golden Gate Bridge. The Bay Trail alignment within San Francisco should link the following parks and public open spaces, as shown on Map 4.

☐ Candlestick Point State Recreation Area	Justin Herman Plaza
☐ India Basin park (Planned)	<u>Ferry Building Plaza (Planned)</u>
☐ <u>Pier 98</u>	Ferry Plaza (Ferry Service to Marin, East Bay)
☐ Islais Creek	Pier 7 Public Access <u>and Fishing Pier</u>
☐ Warm Water Cove	<u>Northeast Wharf (Planned between Piers 15-29)</u>
☐ Agua Vista Park	Pier 39
☐ <u>Pier 52 Public Boat Launch</u>	<u>Pier 41</u>
☐ Mission Bay Wetland & Park (Planned)	<u>Fisherman's Wharf Triangle Plaza (Planned)</u>
☐ South Beach <u>Marina Harbor &</u> Park (<u>Planned Partially completed</u>)	Aquatic Park and Fort Mason (GGNRA)
: <u>Brannan Street Wharf (Planned)</u>	Marina Green <u>and</u> Crissy Field (GGNRA)
Rincon Point Park (Planned)	The Presidio (GGNRA)
	Fort Point National Historic Site (GGNRA)

The Ridge Trail

The Ridge Trail should contain a number of alternate route alignments within San Francisco, following public rights-of-way and traveling through or adjacent to public parks and open space along ridge lines and connecting hilltop parks. The Ridge Trail should link the following parks:

☐ Alamo Square	Kimball Playground
☐ Alta Plaza Park	Lake Merced
☐ Buena Vista Park	Pine Lake Park/Stern Grove
☐ Corona Heights Park	The Panhandle - Golden Gate Park
☐ Fort Funston (GGNRA)	The Presidio (GGNRA)
☐ Glen Canyon Park	Twin Peaks
☐ John McLaren Park	

(Amended by Resolution 13411 on 10/1/1992)

In addition to these trails, other recreational trails should be planned. In the Western part of the City, a Coastal Trail should be planned along Ocean Beach, to Lincoln Park and Baker Beach in the Presidio (GGNRA). Similarly, a system of trails connecting the Bay Trail and the Ridge Trail with different neighborhoods and parkland would create a variety of trail experiences, and increase recreational opportunities throughout the City.

Route Information

A map showing the trail routes and park system should be available for public distribution. In addition, trail markers or signs should also be installed along routes to identify the trail, provide directorial information, and designate segments of the trail for hikers, bicyclists, and/or equestrians.

(Amended by Resolution 13411 on 10/1/1992)

SHORELINE

OBJECTIVE 3 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER USES REQUIRING A WATERFRONT LOCATION.

The Pacific Ocean, San Francisco Bay and their respective shorelines are the most important natural resources in San Francisco. Their open space potential is considerable. Together they offer unlimited opportunities for water oriented recreation. They are the pride of San Francisco's views and the source of the city's agreeable climate. Furthermore, most of the property adjacent to the thirty-two mile shoreline is in public ownership. This offers an unparalleled opportunity to provide a variety of open space experiences.

The western and northwestern shoreline should function as a long unbroken stretch of open space; its natural qualities should be preserved and should complement the more urban character of new open spaces along the Bay.

On the northeastern and eastern shoreline the objective is different. Here the challenge is to provide more open space along the Bay and public access to the shoreline while maintaining active maritime and other essential waterfront uses.

Significant progress has been made in opening the shoreline to the public. With the advent of the Golden Gate National Recreation Area the shoreline of the Presidio and Fort Mason have been made available to the public. Sutro Baths has been acquired and Ft. Funston and Lands End have been developed with trails making them more accessible. The creation of the Candlestick Point State Recreation Area in the southeastern corner of the City has added 171 acres and 3 ½ miles of public shoreline. The India Basin Shoreline Park to be provided on public and private property will add another 0.4 mile of shoreline access. In addition, the City will acquire the 500 acre Hunter's Point Shipyard from the U. S. Navy, for which a draft reuse plan prepared by the City reserves 104 acres for shoreline open space, including a wetlands area.

In the Central Waterfront, Warm Water Cove and Agua Vista Park have been made accessible developed by the Port as mitigation for maritime fill projects. The Port also is improving the public boat launch and creating a new public access area near Pier 52.

On Port property in the northeast waterfront, the removal of the Embarcadero

Freeway and construction of transportation and landscaping improvements, and
a the 2.75 mile shoreline pedestrian Herb Caen Way/Embarcadero will link
existing and future waterfront activities. Pier 7 has been is to be redeveloped as
a public access and fishing pier. ~~In addition, a 2.74~~ A ((4.-8)) 2.5 acre
shoreline park (3.25 acre including the existing promenade) is ~~proposed~~ planned
at Rincon Point ~~south of the Ferry Building has been approved~~, and the first
phase (four acres) of a 6.8 acre public South Beach Park is ~~being~~ has been
developed at the base of Second Street adjacent to South Beach Harbor as part
of the Rincon Point-South Beach Redevelopment project. ~~Redevelopment plans~~
~~for including:~~ New plazas and open space amenities in the Pier 1 - Ferry
Building - Agriculture Building area ~~along the waterfront are the subject of~~ will
be developed based on public planning efforts ~~currently underway~~ for the Mid-
Embarcadero/Ferry Building area, and the Port's Downtown Ferry Terminal
Project (however, it is not clear whether these plans will be carried out.).

In addition, the Port proposes three major new open spaces in its Waterfront
Land Use Plan. The Brannan Street Wharf would be a large open space
involving the removal of two piers along The Embarcadero Promenade at the
base of Brannan Street. The Northeast Wharf would be sited between Piers 15
and 29. The Fisherman's Wharf Triangle Plaza with accessory commercial
development is planned to replace surface parking. Finally, the Port's
Waterfront Land Use Plan promotes the creation of pedestrian walkways, (the
"PortWalk"), to connect existing and proposed public access areas on piers with
Herb Caen Way/The Embarcadero Promenade. Planned development of Piers
1-1/2, 3, and 5 will include major public open spaces and public access.

Of the approximately 16 miles of shoreline on the eastern shoreline, ~~only~~ about
~~4.2~~ 4-1/2 miles are or will be publicly accessible, primarily on Port property
along The Embarcadero between Aquatic Park and China Basin (including the
new parks and open spaces located in between). Of the ~~11.8~~ 11-1/2 miles of
shoreline which is not publicly accessible the U.S. Navy owns about three miles
in Hunter's Point Shipyard which will be transferred to the City, private property
owners own about 1-1/2 miles, and the Port owns the balance.

On the western and northwestern shoreline while a significant amount of public
open space has already been retained, permanent preservation of a few prime
open spaces has not been insured.

Despite this progress, ~~much remains to be done~~ there is room for further
improvement as described in site-specific policies in the Western, Northwestern,
Northeastern and Eastern Shoreline sections below.

(Amended by Resolution 14400 adopted on 6/26/1997)

- POLICY 1** **Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.**
In order to protect the shoreline and safeguard the public interest in it, the following policies should be applied to new shoreline developments.

Land Use

The Elements and Area Plans contained in the General Plan together define appropriate land uses for the City. Below is a general summary of these land use policies as they relate to shoreline areas. This general summary must be read in conjunction with the appropriate Elements and Area Plans to fully determine acceptable land uses on the shoreline.

Priority Land Uses. The most important uses of the shoreline should be those providing substantial long-term public benefits that cannot be provided on other sites within the city. Maritime shipping and freight handling facilities, ship repair; water-related public recreation, open space and including shoreline public access and water-dependent habitat areas; commercial fishing; and commercial and recreational maritime activities (e.g. ferries, excursion boats, water taxis, historic ship and visiting ship berthing, recreational boating) and maritime support services ~~water-related industries~~ are included in this category.

Restricted Land Uses. Office, residential, public assembly and recreational sports facility with associated commercial uses, ~~water related oriented~~ commercial recreation and public assembly uses such as restaurants, hotels and shops, museums, visitor centers, theaters and other activities such as ~~and non-water-related oriented~~ community facilities and industrial uses are appropriate ~~only~~ in the areas designated ~~in this plan or other components of the General Plan.~~ These uses may provide limited public benefits and should be restricted to areas which are not needed for priority uses. Parking accessory to these uses should be in structures or otherwise screened from view. Recreation-oriented commercial services should be permitted where appropriate on land adjacent to open space areas.

Prohibited Land Uses. All developments which do not fall in the previous two categories are not acceptable shoreline land uses. More specifically, industry or commercial uses that are not dependent upon use of, or proximity to the water, or which do not further maritime, commerce, or public recreation or enjoyment of the waterfront, should not be permitted. Airports and at grade or elevated freeways should not be permitted. Uses such as these should be located away from the

shoreline. Parking, unless it is accessory to a permitted use, should not be allowed at or near the waters edge. Finally, all land uses which ~~will adversely affect~~ do not comply with applicable water quality environmental laws and regulations ~~water quality~~ should be prohibited.

Open Space

All new non-maritime developments, on property abutting the shoreline, should provide and maintain on their sites ground level open space, well situated for public access and designed for maximum physical and visual contact with the water. Maritime uses may substitute overlooks or open space on another part of the shoreline if public access is clearly inappropriate because of public safety considerations or significant use conflicts.

The size of the open space provided should directly relate to the size of the new development; the larger the development, the more open space it should provide. Along the water, a generous and well maintained shoreline strip should be reserved to provide public access and accommodate development of a continuous pedestrian and bicycle shoreline trail system, consistent with plans shown on Maps 5-8. Once fully implemented, the Bay and Coastal Trails will achieve this objective and a well designed shoreline trail could provide enjoyable visual, educational and recreational experiences for many users. In addition to providing space for pedestrian and bicycle movement, the ~~system~~ trails should also provide inviting seating areas and viewpoints of waterfront activities.

The types of open space provided in new developments will depend upon the nature of the sites; however, to the extent feasible they should meet the recreational needs of adjacent neighborhoods, especially those deficient in recreation facilities and open space, and add to the variety of recreational facilities along the entire shoreline.

Urban Design

- ☐ Maximize direct physical access to the water;
- ☐ Preserve and enhance the natural shoreline, where it exists;
- ☐ In windy areas incorporate design features which will make shoreline open spaces more pleasant and usable;
- ☐ Avoid shadowing areas of public use;
- ☐ Maintain visual access to the water from more distant inland areas by preserving

view corridors and lowering the profile of buildings; higher buildings should provide associated amenities such as publicly accessible overlooks.

(Amended by Resolution 14400 adopted on 6/26/1997)

- ☐ Restrict uncovered parking beyond the seawall (over water) that is visible from adjacent public areas;
- ☐ Screen development from view from the shoreline if it will detract from the natural setting of the shoreline;
- ☐ Provide ample natural landscaping;
- ☐ Meet the more specific design policies and principles in the Urban Design Element and Western, Northeastern, Central Waterfront, and South Bayshore Plans of the ((Master)) General Plan.

(Amended by Resolution 14400 adopted on 6/26/1997)

These policies governing land use, open space and urban design should be applied to new non-maritime developments within the Shoreline Zone designated in this plan. They should be applied to maritime uses only to the extent they are compatible with the nature and operation of the Maritime facilities.

The Shoreline Zone covers the city's entire shoreline but varies in the degree to which it extends inland depending on the quantity of existing open space and public recreation facilities in the area, the pattern of land ownership, and on the amount of new development anticipated. For the most part, development at the water's edge is of primary concern. There may be developments further inland, however, which affect physical and visual contact with the water or affect the use of the shoreline for open space. Shoreline policies on open space and urban design should be applied to these developments as well.

In locations where major new public open space areas designated in this Element or other parts of the General Plan are to be established, active and passive recreation should be the major use. Some limited commercial recreation uses may be integrated with the open space area, subject to the following conditions:

- ☐ The proposed use should be directly related to waterfront recreation activity and compatible with the primary function of the recreation area;

- ☐ Development should be designed to preserve view corridors and create open views to the water and provide usable open space accessible to the general public free of charge;
- ☐ Development should be in a concentrated area and strictly limited in coverage as further defined in this plan or other Elements of the General Plan to result in a small-scale, pedestrian-oriented facility that adds interest, variety, and amenity to recreational use of the shoreline;
- ☐ Land should be retained in public ownership.

POLICY 2 Maintain and improve the quality of existing shoreline open space.

Most of San Francisco's shoreline open spaces are located on the headlands and on the western and northern shorelines. For the most part they are now incorporated as part of the Golden Gate National Recreation Area, and administrated by the National Park Service which has made them much more accessible to the public. However, the National Park Service must be adequately funded to assure they are adequately maintained and policed.

Existing open spaces on the northeastern waterfront should be improved to promote increased public use. Simple public improvements such as effective signs, well marked trails, safety features, landscaping and general cleanup are needed to promote greater use of these and other shoreline areas.

The beaches and tidal flats in the Warm Water Cove, Agua Vista and Mission Rock areas have been dumping grounds for tires, auto parts, concrete slabs, and other debris that limits public use and enjoyment. In addition, severe winter storms have eroded sections of the shoreline. While periodic shoreline clean-up efforts and shoreline stabilization at Warm Water Cove have occurred, regular maintenance should be improved and should include repair and stabilization of any future erosion along these shoreline areas. ~~The accumulated debris in these areas should be removed, and the shorelines restored and stabilized. Once the shoreline areas are cleaned up and restored, consistent maintenance should be performed.~~

Several City agencies, as well as the State and Federal government, provide public open space along the shoreline. Additional coordination and cooperation between agencies could result in more consistent maintenance and result in increased public use and enjoyment. Plans for improvements and renovation should also be coordinated by the affected agencies.

POLICY 3 Create ~~a trail~~ the Bay and Coastal Trails around the perimeter of the City

which links open space along the shoreline and provides for maximum waterfront access. The Bay and Coastal Trails A safe, continuous shoreline trail should be developed linking all waterfront open spaces from Ft. Funston to Candlestick Park. The Coastal Trail is largely developed from Ft. Funston to the Presidio. The Bay Trail The trails should have continuous waterfront access unless the shoreline location clearly conflicts with active maritime use. At these locations, the trails should be routed inland around the maritime activity and then linked up with the shoreline.

The Bay and Coastal trails should be designed to provide amenity along the waterfront by installing trees and vegetation that can thrive in the marine environment. Sturdy paving and well designed street furniture should be installed in appropriate locations and design elements employed to provide scale, frame views of the ocean and Bay, and create a consistent and distinctive shoreline trails. Existing underused open spaces on the eastern and northeastern waterfront should be improved for public use and enjoyment as part of the shoreline trails development.

The trails should provide for pedestrian and bicycle movement. The trails should use consistent design elements, maintain visual continuity along the waterfront and create a variety of water-edge experiences. The trails should also encourage fishing and other active water-oriented recreational uses along appropriate areas of the shoreline. This may be achieved by installing and maintaining water taps, and basins to facilitate cutting bait and cleaning fish.

From Bay Street to China Basin, Herb Caen Way/The Embarcadero Promenade and bicycle route have been or will be created, which will implement a part of the Bay Trail for this part of the shoreline. In addition, from China Basin to Aquatic Park, the pedestrian system should be supplemented with a recreation oriented shoreline transit system two new transit systems (the F-Line and MUNI Metro Extension) that will, facilitate public when completed, will improve access along the waterfront from Fisherman's Wharf to China Basin.

Water Taxi Service

At some point in the development of the shoreline the potential to establish a water taxi service between shoreline parks, and recreational and commercial developments, residential neighborhoods and places of employment should be investigated. Such a service, when added to the City's ferry system, could provide a desirable transportation service as well as another recreational amenity.

POLICY 4 Create a visually and physically accessible urban waterfront along the Embarcadero corridor between Fisherman's Wharf and China Basin.

The Embarcadero Corridor ~~has the potential to~~ is becoming one of the world's great public waterfronts. With the removal of the Embarcadero Freeway and construction of new surface roadway, transit, landscaping and promenade improvements, the transformation of The Embarcadero is stimulating revitalization efforts along the waterfront. However, ~~two massive physical barriers stand between the City and water's edge. One consists of the~~ in certain locations waterfront views are blocked by bulkhead and connector buildings which were built in the nineteen-teens or later to accommodate the breakbulk cargo handling methods and other maritime uses of the day but which now act as a wall between the City and the Bay. The other consists of ~~the double deck concrete freeway structure erected in the 1950's between Broadway on the north and Folsom on the south.~~

~~Many of the bulkhead structures are attractive and some of them should remain because of their visual and historic interest, others should be narrowed or removed to open up visual and physical access to the water. Removal of the bulkhead buildings and piers, and installation of a pedestrian promenade between the Agriculture Building and Pier 24 has opened up views of the bay and the Bay Bridge and in a very real sense returned that part of the shoreline to the city. Selective removal of bulkhead buildings elsewhere along the Embarcadero corridor can have the same result. Those bulkhead structures that do remain can be visually opened up so they can be seen through and around and public access can be provided through, around and behind them.~~

The Port's Waterfront Land Use Plan in its Waterfront Design & Access policies and criteria identifies which bulkhead and connector buildings will be retained, and calls for creating views and access openings without significantly affecting historic resources.

~~The voters have rejected an opportunity to demolish the elevated freeway. As long as the structure remains, steps should be taken to make the structure less of an obstacle. The area under the structure between Mission and Washington is currently occupied by surface parking lots and a seldom used rail track. The parking should be eliminated or reduced and reorganized and the roadway and tracks should be realigned, with as much of the alignment under the freeway structure as is feasible. This would make it possible to enlarge Justin Herman Plaza, create a wider bay side promenade and provide more area for landscaping. More trees and vines should be planted to screen the concrete structure and sound barriers or baffles should be installed to reduce the noise from the traffic overhead. The portions of the two stub ends of the freeway structure which were installed in anticipation that the elevated freeway would be completed along the waterfront and are not being used, should be removed. The pedestrian promenade should be extended the full length of the~~

~~Embarcadero and the proposals for creation of open space areas and for open space improvements, as outlined for the northeastern shoreline in Policy 5 below should be undertaken.~~

POLICY 5 Provide new public open spaces along the shoreline.

The City cannot meet all its shoreline recreation potential simply by improving existing public open spaces and by applying the guidelines governing new development. Certainly, shoreline access in private developments and places to fish or view port operations will help realize the shoreline's recreation potential. But some new larger public open spaces are also needed.

~~Development of planned~~ Acquisition of new shoreline open space on the northeastern and eastern edge of the City should continue to be given high priority, particularly south of China Basin, which ~~This~~ is the area most deficient in shoreline open space. It also has the most potential for meeting the recreation needs of neighborhoods in the eastern half of the City. The needs north of China Basin Channel will be met through the development of South Beach and Rincon Parks, new and expanded public open spaces in the Ferry Building and Mid-Embarcadero area adjacent to Downtown, and the Port's planned open spaces at the Brannan and Northeast Wharfs and Fisherman's Wharf. The Recreation and Park Department should continue to work closely with the Port of San Francisco and Redevelopment Agency to provide these new parks, and provide additional recreational opportunities and public access along the Bay Shoreline.

Active recreational uses should be promoted along portions of the waterfront. These could include, but not be limited to, water oriented uses such as shoreline fishing, swimming, and boating. New shoreline park land and public open space as identified in Maps 7 and 8 in this Element should be acquired and/or developed. In addition, existing some underused open or undeveloped space on the Bay Shoreline that is not now in maritime use, or planned for such use, should ~~be identified for~~ provide public access ~~improvements~~ when new shoreline developments occur.

Although the Bay shoreline should have priority for new public parks, a few parcels on the western shoreline should also be acquired or preserved for public open space.

More specific policies for open space development at specific locations along the shoreline appear below.

Western Shoreline*

Olympic Country Club

NORTHEASTERN SHORELINE*

*The **Northeastern Waterfront Plan**, which is part of the Master Plan, includes objectives and policies pertaining to open space for the area it covers (see Map 7). A summary of these provisions is included here. The **Northeastern Waterfront Plan** should be consulted for details.

(Note: Map 7 is proposed to be amended to identify the proposed public open space "circle" northeast of Telegraph Hill as the Northeast Wharf, and to add a "circle" for the proposed Brannan Street Wharf north of the South Beach Park and Small Boat Harbor.)

Alcatraz (GGNRA)

Maintain as public open space for recreational use. Preserve historic structures and gardens and provide interpretive exhibits describing the island's history. Remove non-historic structures and develop landscaped areas to increase public use and enjoyment. Protect bird and marine wildlife habitats.

Aquatic Park (GGNRA)-Hyde Street Pier

Repair and maintain municipal Pier. Encourage continued use of the basin for swimming. Maintain and enhance public access to the swim clubs. Expand public recreation opportunities, including passive and active water-oriented recreation. Add new seating, paving, and street furniture to landscaped areas, and use landscape features that enhance and emphasize the historic maritime character of the area. Provide space for an expanded collection of historic vessels at the Hyde Street pier in a manner that will not impact continued use of the basin for swimming.

Shoreline Access

Provide shoreline access (the Waterfront Land Use Plan's "PortWalk") primarily north of China Basin. Extend these new public access walkways and amenities extend onto piers, where feasible, as major new mixed use pier developments occur. Develop the PortWalk, together with public sidewalks and rights-of-way and pedestrian improvements under construction along Herb Caen Way/The Embarcadero, provide continuous pedestrian access through waterfront activity areas and, where feasible, to south of China Basin.

Fish Alley And Vicinity

Maintain the existing authentic character of Fish Alley and lagoon areas north of and parallel to Jefferson Street, which historically has supported the a viable commercial fish handling and distribution industry. Improve public access along the wharves, where compatible with concerns for public safety and fishing operations. Maintain and improve view corridors from public rights-of-way into fish handling areas, the

outer lagoon, open waters of the Bay, and back to the City. ~~Provide~~ Consider providing a maritime oriented plaza and widened sidewalks to accommodate heavy pedestrian use if they do not interfere with the fishing industry or other maritime activities.

~~If a fish hall is developed, construct a second level walkway on the western side of the rebuilt Hyde Street pier with overlooks at the end of the pier and into the fish hall. Because of the fish handling activities along Hyde Street pier and Fish Alley, do not provide a pedestrian promenade along the shoreline between Hyde and Jones Street. Rather continue the promenade along the north side of Jefferson Street. Widen the sidewalks to accommodate the high volumes of pedestrian traffic, and deal with the problem created by the existing buildings which encroach on the sidewalk area.~~

Pier 45

~~Provide public access where consistent with the use of the pier for commercial fish handling, vessel support and/or mixed commercial and public assembly uses. Seek to create a continuous pedestrian promenade at or near the perimeter on the east side of the pier with wind protection, providing outlooks to the Bay. Create an open plaza adjacent to Wharf J-3, if feasible, and if it does not interfere with fishing industry operations.~~

Fisherman's Wharf Plaza

Develop a public plaza with associated commercial development on all or a significant portion of that part of the Seawall lots 300 and 301 bounded by Jefferson, Taylor, and The Embarcadero (the 'Triangle' site, Assessor's Block 4), which would involve relocation of the existing surface parking. Work with the Fisherman's Wharf community in developing the design and operation of the open space, and construction management program for the new uses on this site. which does not already contain structures. Extend open space between the Triangle site and the water's edge on Pier 43 1/2 if funding becomes available and long-term lease issues can be resolved.

Piers 9-35

Overlook areas between piers should be improved with attractive areas for sitting, fishing, and viewing maritime activities wherever they can be provided without interference with Port operations. Visual access to the water should not be restricted by trash containers or storage of non-cargo materials at overlook areas. If and when all or a portion of the area between these piers and the Embarcadero is released from cargo-related maritime use, emphasize development of develop a major open spaces between Piers 15 and 27, which may be in concert with other maritime uses (e.g. cruise terminal, excursion boats, historic ships), and commercial recreation, assembly

and entertainment activities identified in the Northeast Waterfront Plan and the Port's Waterfront Land Use Plan.

To the extent that it is compatible with continued active maritime use of the piers, allow portions of the existing wind protected pier apron between Pier 31 and 33 to be used for public access. Provide seating and maximize physical and visual access to the water in a manner that will not interfere with the existing and continued maritime use of the area.

Extend Maintain the pedestrian promenade north from the Ferry Building along The Embarcadero to provide maximum access along the water's edge.

Improve Maintain The Embarcadero between Northpoint Street and Broadway as an attractive landscaped roadway with bicycle lanes, and an exclusive transit right of way. bicycle lanes, and a separate access roadway to the pier areas. ~~Should the separate access roadway be determined to be unnecessary, develop the access area as a linear park similar to the park between Pier 35 and Pier 41.~~

Pier 7

Develop Maintain Pier 7 as a public open space pier, which should be served by ~~Construct a new pier, with adequate seating, providing restroom facilities in the pier's vicinity. Uses of the pier should include fishing, pedestrian circulation, environmental education exhibits, and other appropriate uses.~~

Pier 1-1/2, 3, 5

In conjunction with redevelopment of Piers 1-1/2, 3, and 5, provide public access and views through or between bulkhead buildings and on piers, consistent with the Port's Waterfront Land Use Plan and its Design & Access policies and criteria. ~~create a plaza of approximately one half acre at the eastern end of the pier. Develop a small public plaza between Piers 3 and 5 with seating and landscape material. Provide public access along the perimeter of Pier 3 and around the bulkhead buildings.~~

Ferry Plaza

~~Improve the visual and physical connection between the city and the Bay. Reinforce recreational use of the Ferry Building area as terminus of Market Street and terminal for commuter and recreational ferry boats. Remove the elevated Embarcadero Freeway and existing surface parking, and realign the Embarcadero roadway, creating a plaza that creates a strong urban design setting for the Ferry Building as the terminus of Market Street.~~

Ferry Building Area (Between Pier 1 and the Agriculture Building)

Develop a grand plaza on the west side of the Ferry Building by realigning The Embarcadero roadway and removing surface parking. The Ferry Building Plaza should create a strong urban design setting for the Ferry Building as the terminus of Market Street.

Enhance visual and physical connections between the City and the Bay. Improve physical access to and along the waterfront by linking the open spaces in the Ferry Building area, creating major linked landscaped open spaces at Pier 1, on the existing BART platform, including the Ferry Building Plaza, the Ferry Plaza (bayward of the Ferry Building), Herb Caen Way/The Embarcadero Promenade, and public access features to be created as part of new developments on Piers 1 and 1/2 and between the Ferry and Agriculture Buildings. Develop and improve these open spaces to promote recreational use and enjoyment of the waterfront. The spaces should be designed to accommodate high volumes of people using waterborne and landside transit services located at and near the Ferry Building. and at the Agriculture Building. Provide a mixture of commercial and non-commercial marine oriented recreational maritime opportunities activities, such as ferries, excursion boats, historic ships and water taxis.

Rincon Point Park

Create a new four to five 2.74 acre public park at Rincon Point at the Base of Folsom Street abutting the seawall and 0.5 acre pedestrian promenade by rerouting the Embarcadero to Steuart Street between Howard and Harrison Streets. Orient the park to the Bay and provide large grassy open areas, hard surfaces, and a ~~mixture of facilities~~ restaurant to meet the recreation preferences of serve nearby residents, and downtown office workers and visitors.

South Beach Small Boat Harbor and Park

Create a new six or seven acre public park at South Beach and small boat marina east of The Embarcadero, Roadway adjacent to South Beach Harbor and Herb Caen Way/The Embarcadero Promenade. Provide broad lawn areas and landscaped grounds. ~~Remove Piers 42, 44, 46a and portions of Pier 40, creating a sheltered small boat harbor that can accommodate 700 boats. Include a public boat launching ramp in the development if possible.~~ The greatest portion of the park should be gently sloping, well landscaped lawn area designed to accommodate individuals and coordinated group activity, and permit a variety of recreational opportunities.

Redevelop Maintain Pier 40 to provide facilities required to support for the small boat South Beach Harbor, which provides 700 berths and provide public access for viewing, fishing, and other activities along the pier. ~~Include provision for a bicycle~~

~~trail and pedestrian promenade linking open space along the waterfront, as well as the recreation-oriented public transit line that is being considered for the waterfront.~~

EASTERN SHORELINE*

*The **Central Waterfront Plan**, which is part of the **Master Plan**, includes objectives and policies pertaining to open space. A summary of these provisions is included here. The **Central Waterfront Plan** should be consulted for details.

The eastern shoreline, shown in Map 8, is one part of the waterfront likely to experience significant change in the years ahead. It can provide the space for expanding working Port and maritime facilities, and for new and expanded public open spaces and public access along the water's edge. Redevelopment of the Eastern Shoreline should be balanced so that adequate space is planned for public open space as well as for expanded port and maritime use.

Mission Bay

A plan for Mission Bay area is being prepared. Provision for public access to the shoreline and adequate parks and public open space to meet the needs of residents, workers and visitors will be important considerations in the planning process. The following policies from the 1973 Recreation and Open Space Element apply to the area. They will be revised, as appropriate, as part of the planning of Mission Bay.

China Basin Channel

- Provide approximately nine acres of new recreation areas for the public along the channel shoreline. The recreation areas should be clearly marked and conveniently accessible to the public. Channel waterfront development should increase the opportunities for public access to the water's edge with a maximum interface of land and water.
- In the future the area south of the channel may be converted to a large, multiple-use development. Should this happen, the channel should play a major role in the new development and a new plan for the channel as a recreation asset should be undertaken. Shoreline designated for open space should be stabilized with bank reconstruction, running piers or quays. In the interim the channel area's special amenities should be preserved and priority given to incremental development that will be compatible with long-range objectives for the shoreline.

Mission Rock Public Boat Ramp (near Pier 52)

- ~~Permit maximum recreational use of existing~~ Repair and improve the public boat ramp and allow ancillary boat launching facilities (e.g. hoist, dry boat storage).

~~in conjunction with Port activity.~~ Stabilize the shoreline as required. Provide informational signing to encourage maximum recreational use of the existing area. ~~Retain the public boat ramp, and~~ Regrade and landscape the areas to promote increased public use and enjoyment. Permit ancillary commercial services (e.g. food sales, bait and supplies) to enhance use of the boat ramp. As opportunities arise, enlarge the area along the shoreline for public access. Provide adequate parking designed for vehicles and boat trailers inland of Terry Francois Boulevard.

- ☐ If development of port facilities require use of this site and alteration of the existing open space, replace the Pier 54₂ public boat ramp with equivalent or enhanced facilities elsewhere on the eastern shoreline. Provide adequate parking designed to serve vehicles with boat trailers.

Central Basin-Agua Vista Park

Maintain and expand Agua Vista park. Allow some fill, using materials such as beach sand, if necessary for public recreation. Plant and maintain landscape materials suitable for the waterfront setting. Provide additional informational signing, and seating areas, to encourage additional use.

As opportunities arise, expand the area into a major public waterfront park, providing ~~Give priority to development of~~ large waterside areas for beach, park and picnic facilities with continuous, safe public access.

In the event it is determined that this area is needed for Port maritime expansion provide comparable open space elsewhere on the eastern shoreline.

Warm Water Cove

Improve the park site and cove shoreline along the Bay ~~east of Louisiana Street at the end of 24th Street~~ with shoreline fishing as the primary recreation use. Any fill placed at or adjacent to the cove should retain and enhance the natural and man-made factors that make the cove desirable for fishing. These factors include maximum open water and circulation into and out of the cove to prevent stagnation. Create a more interesting park landscape by regrading the site to maximize Bay views, and improve the soil as required to permit more vigorous vegetation growth and install marine tolerant plant species.

As opportunities arise, ~~expand parkland to include a~~ improve the waterfront picnic area west of Maryland Street. Continue to provide public access to the cove from Twenty Fourth Street and improve visibility of the park from the street. Provide a

consistent level of maintenance for landscaped and developed areas. As opportunities arise, extend the park to the north bank of the channel along the shoreline in front of the PG&E facility. When and if that facility is deactivated, give priority to expanding the public open space along the shoreline.

In the event it is determined that this area is needed for Port maritime expansion, provide comparable open space somewhere else on the eastern shoreline.

Islais Creek

Continue to provide well defined public access to the banks of Islais Creek at the Third Street bridge. Contingent upon development of a train trestle along the channel, construct a broad public access boardwalk along Islais Creek that provides areas for fishing and public enjoyment. Maintain and enhance view corridors along Islais Creek to the Bay.

Pier 98

Pier 98 is a narrow eleven-acre spit of land extending about 2,400 feet into the Bay at India Basin and consists primarily of fill placed there for a new Bay bridge, the Southern Crossing, that was once proposed for the site. Consistent with the Port's needs for a portion of the area to support maritime terminal operations, make the Pier south of Jennings Street available for public shoreline access, as long as it does not interfere with wildlife habitat. Maintain support of the a significant seasonal shorebird and wildlife population and restore and enhance marsh and tidal mudflats. Include a trail system, seating and picnic tables, and wildlife observation areas.

India Basin

Retain existing privately operated boat maintenance and repair yard uses. Give priority to development of marine oriented industrial and commercial recreation on property inland of the shoreline. Acquire and develop the mapped area as a continuous waterfront park. Permit development of a small boat marina with related facilities, including Z, public boat launch facility. Provide well-marked pedestrian and bicycle trails. Create grassy picnic areas and reserve vista points with good views over the Bay and to the downtown area. Investigate potential to reintroduce marsh and mudflats to restore these habitats for native flora and fauna.

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. 14468

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco requires that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection, proposed amendments to the General Plan; and

WHEREAS, The areas subject to the Northeastern Waterfront Plan and Central Waterfront Plan overlap in several locations with areas subject to the Downtown Plan, Rincon Hill Plan, South of Market Plan and South Bayshore Plan; and

WHEREAS, Since different sets of General Plan policies are applicable to the overlapping properties which may result in unclear or inconsistent policy, the Department is proposing to adjust the boundaries; and

WHEREAS, These proposals have been analyzed pursuant to the California Environmental Quality Act and found not to have any physical effects; and

WHEREAS, On September 25, 1997, the Planning Commission initiated the proposed amendments to the General Plan by Resolution No. 14459; and

WHEREAS, The proposed amendments to the General Plan are consistent with the eight priority policies of Section 101.1 of the Planning Code in that:

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.
2. The project would have no adverse effect on the City's housing stock or on neighborhood character.
3. The project would have no adverse effect on the City's supply of affordable housing.
4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking.
5. The project would not adversely affect the industrial or service sectors or future Case

opportunities for resident employment or ownership in these sectors.

6. The project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake.

7. The project would have no effect on landmarks or historic buildings.

8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas.

NOW THEREFORE BE IT RESOLVED, That the Planning Commission finds, from the facts presented, that the public necessity, convenience and welfare require amendments to Northeastern Waterfront and Central Waterfront Plans, which would eliminate that the affected properties would be subject to different sets of General Plan policies; and be it further

RESOLVED, That the Planning Commission adopts the proposed amendments to the Northeastern Waterfront Plan and Central Waterfront Plan of the General Plan of the City and County of San Francisco, by deleting Blocks 204, 230 through 232, 234 through 237, 3713, 3715, the western portion of Block 233, the northern portions of Blocks 262 through 264, and the northwestern portion of Block 3741 from the Northeastern Waterfront Plan where it overlaps with the Downtown Plan; by deleting Blocks 3744, 3768 and 3769 from the Northeastern Waterfront Plan where it overlaps with the Rincon Hill Plan; by deleting Block 3788 and western portions of Blocks 3774 and 3789 from the Northeastern Waterfront Plan where it overlaps with the South of Market Plan; and by deleting Blocks 4352 through 4355, 4358, and 4377 through 4382 from the Central Waterfront Plan where it overlaps with the South Bayshore Plan; as shown in Exhibit D, and recommends them to the Board of Supervisors for approval; and be it further

RESOLVED, That the Planning Commission hereby directs the Director of Planning to forward the General Plan amendments to the Board of Supervisors for its consideration.

No. 96.301M
Resolution Adopting
Boundary Amendments to the
Northeastern and Central
Waterfront Plans
Page No. 3

I hereby certify that the foregoing was ADOPTED by the Planning Commission at its regular meeting of October 16, 1997.

Linda D. Avery
Administrative Secretary

AYES: Commissioners Antenore, Chinchilla, Hills, Joe, and Mills

NOES: none

ABSENT: Martin

EXCUSED: Theoharis

ADOPTED: October 16, 1997

N:\waterf\boundres.ado

General Plan Amendments
Adjustments to the boundaries of the Northeastern and Central Waterfront Plan

Since the adoption of the Northeastern Waterfront Plan in 1977 and of the Central Waterfront Plan in 1980, several adjacent Area Plans were adopted with their areas overlapping those of the Northeastern and Central Waterfront Plans. Thus the affected properties are subject to two sets of policy which may result, in some cases, in inconsistencies. The Planning Department is proposing to correct these overlaps with the following boundary adjustments to the Northeastern Waterfront Plan and Central Waterfront Plan as described below and shown on the attached maps.

1. Overlap of the Northeastern Waterfront Plan with the Downtown Plan

Delete the following blocks from the Northeastern Waterfront Plan:

Blocks 204, 230 through 232, 234 through 237, 3713, 3715, the western portion of Block 233, the northern portions of Blocks 262 through 264 and the northwestern portion of Block 3741.

These blocks are contained in the area bounded by Washington, Davis, Clay, western boundary of Justin Herman Plaza, Steuart, Mission, Spear, Market, south of California, and Battery Streets, the block bounded by Mission, the Embarcadero, Howard and Steuart Streets, and the northwestern portion of the block bounded by Steuart, Folsom, Spear and Howard Streets.

(Note: Block 3716 and the southeastern part of Block 3741 were deleted from the Downtown Plan by CPC Resolution 13324 adopted on March 6, 1997.)

2. Overlap of the Northeastern Waterfront Plan with the Rincon Hill Plan

Delete the following blocks from the Northeastern Waterfront Plan:

Blocks 3744, 3768 and 3769

These blocks are contained in the area bounded by The Embarcadero, Bryant, Main, Harrison, Spear, and Folsom Streets.

3. Overlap of the Northeastern Waterfront Plan with the South of Market Plan:

Delete the following blocks from the Northeastern Waterfront Plan:

Block 3788 and western portions of Blocks 3774 and 3789.

These blocks are contained in the area consisting of the western portion of the block bounded by First, Brannan, Second, and Bryant Streets, and the western portion of the block bounded by Colin P. Kelly, Townsend, Second and Brannan Streets, and the block bounded by Second, Townsend, Third and Brannan Streets.

4. Overlap of the Central Waterfront Plan with the South Bayshore Plan:

Delete the following blocks from the Central Waterfront Plan:

Blocks 4352 through 4355, 4358, and 4377 through 4382.

These blocks are contained in the area bounded by Cesar Chavez (Army) Street, Illinois Street, Islais Creek Channel and Highway 280.



**Ferry Building Subarea
Map Showing Proposed Boundary Changes**

scale: 1 in = .3 mi



..... Port Property Boundary

———— Existing Plan Area Boundary

——— Proposed Plan Area
Boundary Changes



Area under Downtown Plan and proposed
to be deleted from Northeastern Waterfront Plan Area



Area under Rincon Hill Plan and proposed to
be deleted from Northeastern Waterfront Plan Area

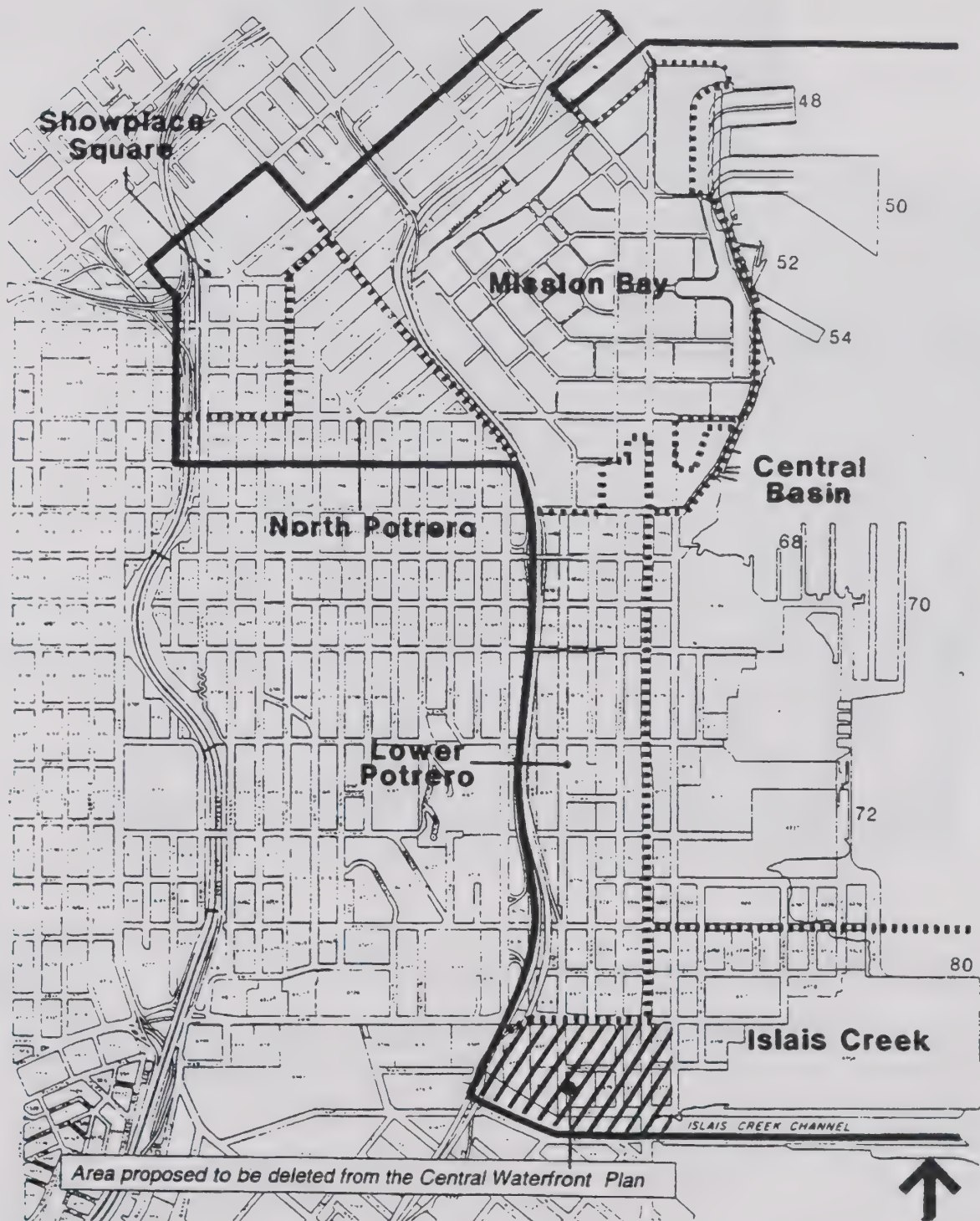


scale: 1 in = .3 mi

South Beach Subarea Map Showing Boundary Changes

- Port Property Boundary
- Existing Plan Area Boundary
- - - - Proposed Plan Area Boundary
-  Area under South of Market Plan, proposed to be deleted from Northeastern Waterfront Plan Area.





CENTRAL WATERFRONT PLAN



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

 Retain Outdoor Open Space, Preserve Natural Qualities, And Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

 Acquire For Or Convert To Public Open Space

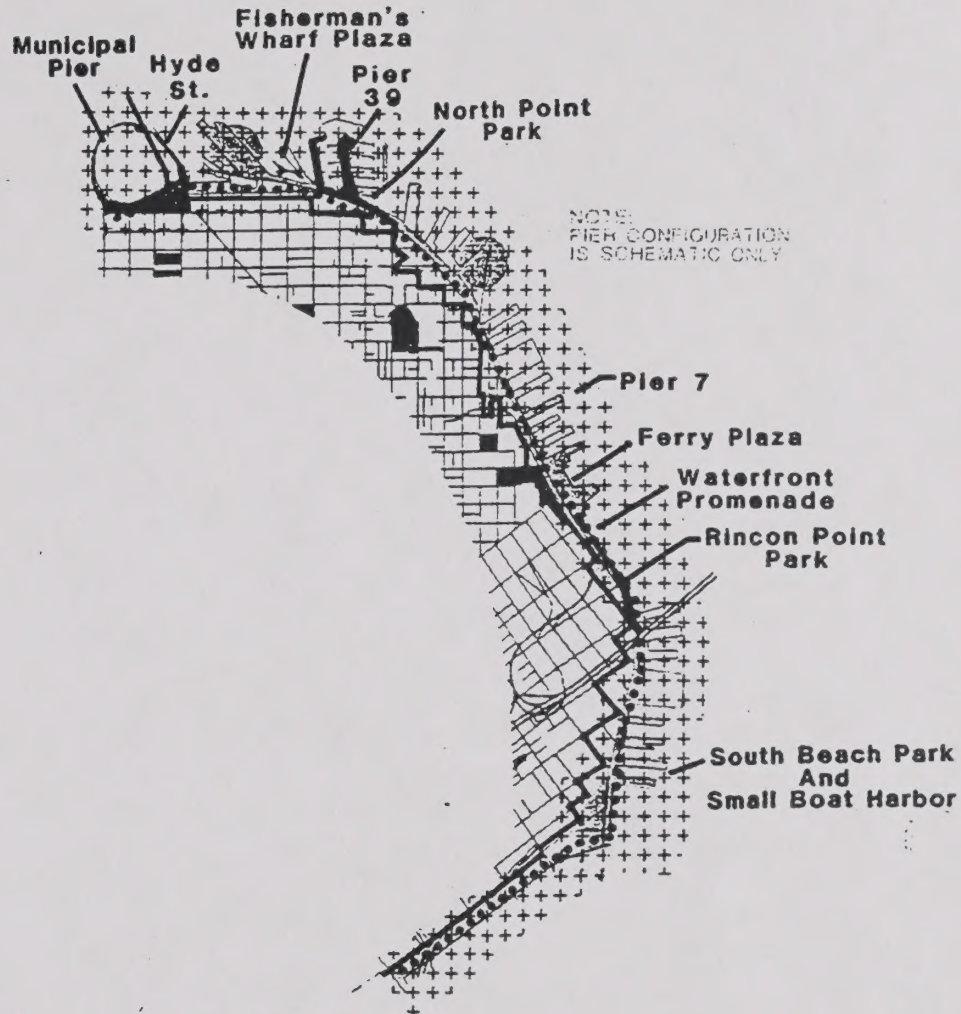
 Provide New Open Space In The General Vicinity

..... Proposed Shoreline Trail

PROPOSED AMENDMENTS

Amendments are proposed to this Map to:

- 1) add a circle on Piers 34 and 36 to identify the site of a new proposed public open space in the South Beach area of the Northeastern shoreline;
- 2) adjust the location of the circle indicating proposed public open space in Fisherman's Wharf from Pier 45 to the Triangle parking lot on Assessor's Block 4 (Port Seawall lots 300 and 301); and
- 3) provide a cross-reference to the Northeastern and Eastern Shoreline Plans (Maps 7 and 8 of the Recreation and Open Space Element) for more detailed identification of existing and proposed open spaces.



NORTHEASTERN SHORELINE PLAN

Map 7

SHORELINE ZONE

+++ All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

■ Maintain And Improve The Quality Of Existing Shoreline Open Space & Recreation

PROPOSED PUBLIC OPEN SPACE

▨ Provide New Open Space Along The Shoreline

● Provide New Open Space In The General Vicinity

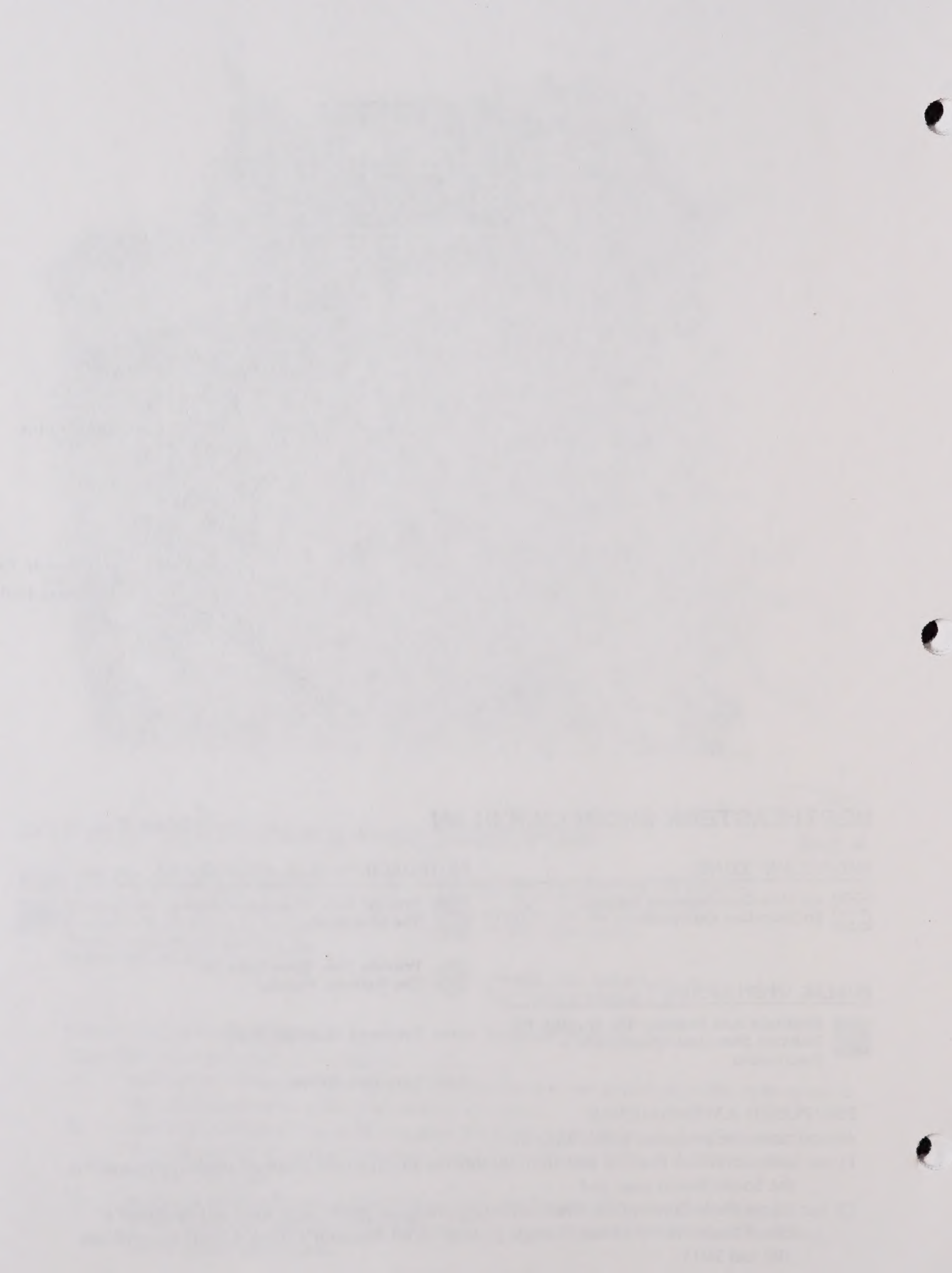
..... Proposed Shoreline Trail

— Port Jurisdiction

PROPOSED AMENDMENTS

Amendments are proposed to this Map to:

- 1) add a circle on Piers 34 and 36 to identify the site of a new proposed public open space in the South Beach area; and
- 2) adjust the location of the circle indicating proposed public open space in Fisherman's Wharf from Pier 45 to the Triangle parking lot on Assessor's Block 4 (Port Seawall lots 300 and 301).



U.C. BERKELEY LIBRARIES



C124922683